Weather
Cloudy but rather fine weather today with threats of rain. The maximum temperature yesterday was 54.8 and the minimum 45.4, the figures for the corresponding day last year being 60.0 and 44.4.

THE CHINA PRESS
大陸報

A Live Newspaper Devoted to Progress in China

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GENERAL CHAMBER HAS FIRST MEETING SINCE WAR'S START

Absent Chairman's Speech Deals With Plans For Future Activity

REPORTS RECEIVED

Conditions In China At Present Are Held To Be Deplorable

The first general meeting of the Shanghai General Chamber of Commerce since 1914 was held at the rooms of the Chamber, Yuen Ming Yuen Road, yesterday afternoon. Mr. E. F. Mackay, Chairman, was unable to attend because of illness. Mr. John Johnstone presided and the following members of the Committee were present: Messrs. E. C. Pearce, E. C. Richards, A. McE. Dalgliesh and J. H. McMichael. Mr. M. G. Beck acted as secretary.

The following were elected members of the 1919 Committee: Messrs. E. F. Mackay, A. G. Stephen, A. Brooke-Smith, L. Bridou, J. W. C. Bonnar, R. McE. Dalgliesh, J. H. McMichael, E. C. Pearce, E. C. Richards and B. M. Girardet.

The accounts for 1915, 1916, 1917 and 1918 were passed following the introduction of a resolution by Mr. Johnstone after he had read the speech prepared by Mr. Mackey. Mr. Mackay's speech follows in full:

Mr. Mackay's Speech

Gentlemen: As an international body interested primarily in the development of foreign trade with China, the Chamber's policy has always been to avoid political questions, except in so far as they effect commerce. In the clash of nations in the great European struggle which before its close had embroiled every first class power throughout the world, commercial edifices such as this Chamber, built up in this distant land during the years when enemies were friends, have been shaken and damaged, and it is doubtful if in our time they will serve the useful purpose they have in the past. We have endeavored as a Chamber to steer clear of all local national questions which have arisen out of the complicated situation, but it would be mere folly to overlook the fact that that situation has materially affected the position of this Chamber.

National Chambers during the period of the war have come to life and have grown up into strong and vigorous bodies and while an International Chamber must remain a necessity in this Settlement for the discussion of questions affecting international interests, and to function on international boards of control such as those of the Whangpoo Conservancy, and pilotage, it is unquestionable that much of its pre-war activity will be curtailed by the work now undertaken by these national institutions.

As intimated in the Chamber's yearly reports which have continued to be issued, your committee considered it was inadvisable to call further general meetings at which subjects of nations must come into contact who were not only enemies but amongst whom the bitterest feelings of animosity existed. They believed that questions requiring attention could be dealt with by circular, and that course has been followed with sufficient success to have justified its adoption.

Post-War Plans

Now that the war is over it is only right that members should be called together again, in order that the reports and accounts may be passed, and that a new committee for the ensuing year may be elected. Since the last election the following changes have taken place: Mr. E. C. Pearce was elected in place of Mr. H. E. Campbell, Mr. J. W. C. Bonnar was elected in place of Mr. C. G. Mackie, Messrs. Michelau and Siebert were invited to retire and their places have not been filled while Mr. Maurice G. Beck has replaced Mr. Canning who for so many years acted as the capable and efficient secretary of the Chamber. It may be well that I make some reference to current events before I pass to the more formal business of the meeting. As regards China herself. One can only deplore her present condition: the more so when one considers the unique

(Continued on Page 2)

What China Could Be

China Press Correspondence

Hungtung, Shansi, March 15.—Local officials in South Shansi have again issued strict warning against the cultivation of the poppy. Fines have even been imposed for having a few poppy plants in a flower bed, lest it should lead to a recrudescence of the evil. Opium smokers are having a bad time of it and so are making frantic efforts to get rid of the habit. In the cities boards have been put up beside all the gates, having a drawing of a prison with doors opened wide and bearing a message, ironically assuring all opium and morphia pill eaters and dealers of a warm welcome inside!

The majority of those who are still addicted to the opium habit are more or less well-to-do, and when they are caught the officials do not hesitate to impose heavy fines, and those who are suspected of opium or pill eating are taken to a government refuge, where they are given an opportunity of proving, by several weeks' detention, that they are free of the habit. Since the cultivation of the poppy ceased in Shansi, business has prospered greatly, land values have increased, and the people are better clothed and better fed.

In other respects also Shansi is making progress. The officials, following the lead of our progressive governor, are energetic in looking after the welfare of the people, giving attention even to minor details. The people in the cities are queueless now, and in most districts the women have unbound their feet. Girls discovered with bound feet are heavily fined.

Each Spring fresh orders are given for the planting of trees, and this year the aim is to plant one tree for each member of every family. In past years, however, many of the trees were not properly planted or cared for and the majority died in consequence, and it is to be feared it will be the same this year. In Pingyangfu orders have been given that vacant plots of ground are to be cleared of rubbish and brickbats and to be levelled. If this is neglected, the government will do the work and appropriate the land. In that city also on one pillar of each shop front a space of 10 X 36 inches has been painted brown, and on this mottoes from the Governor's recent book, Ren Min Su Chi ("What the People Ought to Know") have been written and then the whole has been oiled over so as to make the writing permanent. Also on the front of almost every house a similar space has been plastered with white lime, and a similar use made, the writing being in black.

Compulsory education is being introduced throughout the province, all boys over 7 and under 15 have been registered, and the parents will be fined if their boys do not attend school. Special half day schools are also being opened for the very poor who cannot afford to keep their children at school all day. A beginning of this scheme is being made in the cities and larger towns, and it will be gradually extended to smaller villages, and where one village cannot support a school, several villages will combine in the support of one. Later it is hoped to apply the scheme to the education of girls also.

UP TO DATE TURKISH BATH TO BE CONSTRUCTED HERE

Sanitary Laundry Company Will Open Modern Establishment For Men And Women

A thoroughly modern Turkish bath, with experts in charge and departments for the use of men and women, is a prospect of the near future, according to announcement by the Shanghai Sanitary Laundry Company.

The bath will be built on a site adjoining the laundry plant, in the Eastern extension, thus insuring efficiency and economy in the matter of steam, heat, hot water and power. The building will follow the Moorish style of architecture. The general plan will be in the hands of local architects and details regarding interior equipment and arrangement are now on the way from New York, the plan being to have the bath comprise all the attractive features of the most up to date similar establishments in the largest Western cities. One of the appealing items will be a plunge tank fed by artesian well, insuring a pool of fresh, pure water where one may enjoy a dip at any time of day the year round. The location of bath and laundry will be about eight minutes from the downtown district by motor car.

The Sanitary Laundry Co. announces that only a few more shares remain unsold before going to allotment and make the added inducement that shareholders will be entitled to preferential rates at the Turkish bath.

Portugal Decorates Residents In China

Mr. Diniz Of Shanghai And Mr. Nascimento Of Legation Are Included

(Reuter's Pacific Service)

Macao, March 24.—The Portuguese Government has conferred the following orders: Commander of the Order of Christ:

Senhor Carlos Cabral, of the Chinese Maritime Customs.

Officer of the Order of Christ:

Senhor Adelino Diniz, Shanghai.

Knighthood:

Senhor Mario Nascimento of the Portuguese Legation, Peking, and eight Portuguese residents in Hongkong.

ALL LOCAL GERMANS ARE AT NANTAO DEPOT

But Two Of 413 Enemy Subject Residents Of Settlement Cause Trouble

All the 413 German and Austrian residents of the International Settlement who are to be deported next Monday were at the Nantao Embarkation Depot last night. Of this number, 138 reported Monday. Settlement police had no difficulty as all but two went to the Depot without trouble. These two, one of whom was arrested by military police and the other by Hongkew detectives, were scheduled to go on the Atreus three weeks ago and disappeared on the morning before the steamer called for Rotterdam.

By this afternoon, all enemy subject residents of Chapei and Nantao must be at the Nantao Camp.

Customs men will start the examination of heavy baggage at the Embarkation Depot tomorrow and it will be aboard the Antilochus by Friday noon. Embarkation starts Saturday morning.

To keep closer tabs on deportees, orders were issued last night that all were to travel from the Depot to the China Merchants' Central Wharf on Broadway in tram cars. Enemy subjects will not be allowed to hire their own transportation.

Details of troops from the Arsenal, military police from the Chinese City and Chinese constables will accompany the trams to the wharf.

The German Women's Relief Society of Shanghai has addressed an appeal to President Hsu Shih-chang requesting postponement of deportation until better ships are available and to form committees to look after the health and welfare of the passengers on the Antilochus. The appeal is signed by Anna Rosenbaum, Paula Michelau, Lois Laurenz, Minna Trautmann, Else Sonntag, Molly Brusen and Klara Widmann, members of the Executive Committee.

Enemy Property Intact At Amoy And Foochow

(Reuter's Pacific Service)

Peking, March 25.—Telegrams from Amoy and Foochow state that no attempt has yet been made to sequestrate the enemy property there. When the officials were approached on the subject they replied that they had not yet received instructions from the Government.

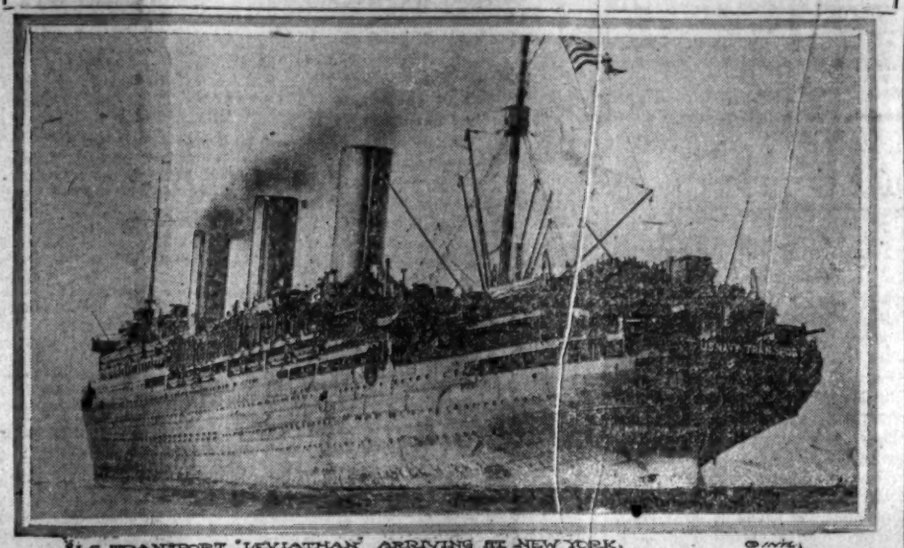
New Chinese Tariff Approved By Japan

Revised Schedule Reached At Inter-Allied Conference Passes Privy Council

(Reuter's Pacific Service)

Tokio, March 24.—The revised Chinese Customs Tariff passed the Privy Council today.

Leviathan, With 9,000 Veterans Aboard, Arriving At New York



U.S. TRANSPORT "LEVIATHAN" ARRIVING AT NEW YORK. ©INTL.

A remarkable photograph of the giant transport Leviathan taken at sea while she was nearing the port of New York with 9,000 American veterans aboard. The photo was made from one of the escorting submarine patrol boats. The giant transport is shown crowded to the deck rails with the Yankee heroes anxious to get first sight of "God's country."

NEED OF PATENT LAWS EXPRESSED BY EXPERT

Importance Of Protection For China's Industrial Growth Is Pointed Out

A subject of considerable importance, as it is directly related to the industrial development of China, came up for discussion at a meeting of the Engineering Society of China yesterday evening, when a paper on "The Protection of Inventions and its Application to China" by Mr. Edwin M. F. Guignard, B. Sc., was read.

The paper gave a comprehensive comparison of the main features of the various patent laws in industrial countries with the object of showing what would be suitable in framing laws for the protection of inventions in China.

Reference was made also to the registration of trade marks, and the practical information for the benefit of engineers in China who might have inventions to patent abroad were a valuable addition to the paper.

After reviewing what has been attempted for introducing proper legislation for the protection of inventions and trade marks in China, since the first mention of it in the Treaty of 1900, the author showed the unsatisfactory nature of the arrangements now in force.

In view of the rapid industrial development of China, which is accelerated by the demonstration to the Chinese during the war of the practicability of manufacturing machines and articles which under ordinary circumstances they would for a long time have been satisfied to obtain from abroad, it was the author's opinion that the time has really come for the Chinese Government to provide and promulgate suitable legislation for China.

The bearing of such protection on industrial development of a country was analysed and it was shown that any new development cannot generally be achieved without costly experiments, of which the public ultimately benefit, and that inventors and investors must be given by suitable legislation the chance of recovering their outlays in labor and capital and of making a profit before the result of their efforts should become public property.

Great importance was attached to the necessity of framing patent laws for this country which would be still adequate once it has attained its full industrial development, and, in connection with this, stress was laid on the utmost importance of providing for a Patent Office equipped not only for issuing certificates of registration of inventions, but for passing upon their merits as regards novelty, as it is done in the United States and, to a lesser extent, in the United Kingdom.

The author saw also in such legislation an incentive to the efforts of the students of the engineering colleges of China and those returned from abroad in producting new methods more specially adapted to their country's requirements. With the knowledge of the elements and practice of engineering as it is adapted to our needs abroad they would be able to devise what would be most suitable under local conditions, with the assurance that the temporary monopoly attached to a patent would give them a fair chance of reward.

Outdoor Staff Men Get Pay Raise And Other Points Asked

Customs Chiefs Find Requests Reasonable And Grant Practically All Of Them

The Chinese Maritime Customs has acceded to practically all the items of improvement in conditions asked by the Outdoor Staff in the recent request sent to Peking.

The raise in pay, which was the principal point in the petition, ranges from Tls. 100 in the highest departments of the service to Tls. 10 in the lower branches and figures proportionately up to the general 30 percent increase asked. This affects all classes except those in which improvements have recently been made.

Details on the other questions involved have not yet been forwarded here from headquarters but intimation has been received to the effect that they have been considered reasonable by those in authority and will be remedied. It is understood that the matter of leave will be arranged according to the staff's requested reduction from ten to seven years in the previous service period and that the retiring allowance will be made septenniel. It is also understood that a progressive system of improvement will be inaugurated in regard to transfer allowances.

SHENSI IS DESOLATED BY ENDLESS FIGHTING

Chang Jui-chi Gives Stirring Picture Of A Province In Ruins

The Northern peace delegation last night gave out a telegram from Chang Jui-chi telling of the cessation of fighting in more districts in Shensi. Mr. Chang, who was deputed by both sides to go to Shensi and attempt to secure the enforcement of the armistice, expresses confidence that peace will be restored.

He gives a stirring picture of the desolation caused in the province by the fighting. Part of the telegram says:

"Taking all the forces into account, there are about 130,000 soldiers in Shensi. With the soldiers of eight provinces and numerous bandits quartered there in one corner, even without fighting, the place would have a hard time in feeding them. Hence upon my entrance into Shensi I find the place quite deserted and desolate. It is even more so, as I advance further west. Southern Shensi is already depleted and Northern is almost in complete ruin. Everywhere people meet me with tears in their eyes. They say that this time the misery is ten times worse than that they suffered during the Mahommedan Rebellion. Their sole wish is that henceforth God would not send them any more heroes so that they may rest a while in peace. They entertain no fond hopes of seeing the province restored to its former state in thirty years. The scene is really pathetic."

JAPANESE-AMERICAN CO. TO RUN THREE SHIP LINES

New Merger Is Result Of Visit Of K. Uchida To United States

Some of the negotiations leading up to the formation of the Japanese-American steamship company, announcement of which was made in a recent Kobe telegram, are given in the latest issue of the Japan Advertiser arrived in the mail.

Is seems that the project originated with Mr. K. Uchida, who has recently been to the United States, as mentioned yesterday, and with Mr. Matsukata, of the Kawasaki Dockyard, Mr. Kaneko, of Messrs. Suzuki and Co., Mr. Katsuda, of the Katsuda Kisen Kaisha, Mr. Yamashita, of the Yamashita Kisen Kaisha, Mr. N. Uchida, of the Uchida Kisen Kaisha, and Mr. Asano, of the Asano Shipyard. These shipowners had been considering ways and means of meeting the situation after the war. They were convinced of the advisability of effecting a large shipping combine, and they were trying to make arrangements to that end. About that time Mr. Kakichi Uchida, late Vice-Minister of Communications, regarding whom there were rumors that he would enter a large steamship company in Japan, was on a tour in the United States, and saw Mr. Vanderbilt, the shipping magnate.

In this interview it is said that the American shipowner expressed his opinion that Japanese and American shipowners might co-operate for the development of the world's shipping. To this Mr. Uchida expressed his concurrence, and promised to prevail upon Japanese shipowners on his return to Japan. The late Vice-Minister of Communications soon came back to this country, and approached Mr. Matsukata, Mr. Yamashita, and other gentlemen mentioned, who had already been contemplating a large shipping amalgamation. The proposal was, in the circumstances, favorably received by these shipowners, who immediately started the necessary arrangements. It has since been decided to establish the largest steamship company in Japan with a capital of Y.200,000,000 one-half of which is to be subscribed by the Americans interested and the other half by the Japanese shipowners. In order to induce other Japanese shipowners to join the project, the promoters held a meeting at the Kobe Chamber of Commerce March 12, as mentioned.

The Japanese and American promoters intend to inaugurate three important routes: (1) South American route, starting at Calcutta and touching at Nagasaki, Moji, Kobe, Yokohama, Panama, Brazil, and New York; (2) American-Russian route starting at New York, and touching at Panama, Vladivostok, Port Said, Marseilles, Hamburg, Odessa and Petrograd; and (3) European route, starting at either Kobe or Yokohama, and touching at Suez, Marseilles, Gibraltar, London and Liverpool. On each of these three routes twelve vessels, or a total of thirty-six steamers, will be operated. In payment of their share of the capital the Japanese shipowners concerned will offer their newly built vessels of over 5,000 tons each, and such steamers are to be valued at about Y.350 per ton.

CLEMENCEAU QUITS AFTER CLASH WITH WILSON, IS REPORT

Disposal Of West Bank Of Rhine Cause Of Split, Says Japanese Paper

TALK ON FINANCE

Organisations Of Women Given Hearing By Labor Commission

(Reuter's Pacific Service)

Tokio, March 24.—A special issued by the Nichi Nichi states that the French Premier, M. Clemenceau, has tendered his resignation owing to a difference with President Wilson concerning the west bank of the Rhine question but President Poincare has not accepted it.

(Reuter's Agency War Service)

Paris, March 19.—Prime importance is attached to the meeting yesterday afternoon of President Wilson, M. Clemenceau and Mr. Lloyd George. It is understood that M. Clemenceau favors including the covenant of the League of Nations in the Treaty of Peace. The meeting discussed the financial and territorial aspects of the Treaty and found that there is no difference of opinion among the Allies on what must be done for the readjustment of the world's finances between the Allies and Germany and among the Allies themselves.

Disposal Of Colonies

The Council of Ten is understood to have agreed that the colonies should be assigned to mandatories, it being evident that the mandatories presuppose the League of Nations. Therefore the German colonies could not be dealt with properly until the League becomes part of the Treaty of Peace.

Representatives of the principal women's organisations were given a hearing yesterday by the Inter-Allied Labor Commission. The President of the Commission, Mr. Samuel Gompers, remarked that the reception forms a landmark in the history of the feminist movement. The delegates asked for absolute unification of the laws of labor for both sexes, an eight-hour day, a forty-four hour week, the suppression of night work and in each country a Committee of Women should be formed.

Japan's Suggestion Held Up

Responding to the Japanese suggestion that the League of Nations should prescribe that its members should accord equality of treatment to all inhabitants, irrespective of their race or color, Lord Robert Cecil said that the view of the British delegation is that this would be interference with the internal affairs of the members of the League, being outside the scope of the League.

It is proposed to form a new International Rhine Commission with a French president.

Eye-Witnesses Tell Of Cruelty To Koreans

Japanese Soldiers Charge Unarmed Crowd With Bayonets And Beat Prisoner

Peking, March 23.—Four American missionaries have sent from Korea the following signed statement describing an incident in Sensen, Korea, in connection with the Korean independence uprising:

"The soldiers went up into the crowds with set bayonets, knocking them right and left. The people were driven upon the hills. The mountains were white in spots as the Koreans gathered about on high points and shouted 'Man sei,' 'Hurrah for the Independence of Korea!' One man got up and told them that since their country had been taken from them without bloodshed now they must get it back in this civilised age of the world without bloodshed. He did not speak long, for the soldiers went up the side of the mountain. One man was seized, not the speaker however, and as they came down the side of the hill we three saw the following: A soldier was on each side of this man who was making no resistance. One soldier was behind him striking him repeatedly with his gun. He kicked him savagely. Then he raised his gun and struck him such a blow as made us shiver. One of the missionaries standing with us gave a yell at this to show that we were witnessing this brutal treatment of one who had committed no crime whatever. The soldiers know we saw this and we herewith give our testimony to the same."

Smiles from the Mixed Court

All the same. Zung Ong and Lee Vung-tsing couldn't see where they had been violating any of the statutes and each in turn took the witness box with injured air and called upon the court to see things in their truly inoffensive light.

This was after the stories of C.P.C. 150 and the foreign police officials had been heard. C.P.C. 150, it seems, had heard suspicious murmurings of the doings of the two gentlemen on trial. He reported on the matter and as a result the police inspector, together with a foreign detective sergeant and several Chinese policemen, paid a visit to No. 2175 Seward Road. They learned that Zung and Lee had retired to an upper room. Approaching the chamber from strategic points they discovered it to be securely locked at all entrances. The callers did not wish to put the inmates to the annoyance of having to answer the door so an athletic member of the deputation applied his shoulder suddenly to a point just abaft the latch and the surprise party was on. Neither Zung or Lee had been expecting visitors, but any lack of cordiality on the part of the hosts was more than offset by the effusive greeting of the others. The exuberance of the visitors grew as they looked about the room. Here they found two fires burning briskly, while a layout of eight queer looking machines ranged about the apartment. In each of these latter, when opened, there was found to be nestling a bright and shining example of the coin of the realm, still so warm that a couple of blistered fingers were counted. The Yuan Shih-k'ai dollars and twenty cent pieces found on the premises looked highly negotiable but when one was tried on an exchange shop artist he showed his teeth and growled.

It was following the recounting of these facts that Zung and Lee made their aggrieved protestations. As for himself, Zung said, he was a hawker, a poor man but honorable, thank goodness, and he didn't know the faintest thing about counterfeiting. Lee's statement was less pious but he insisted that he was being wronged. He admitted that he was engaged in making spurious tender. "But," he explained. "I wasn't selling any of it in Shanghai. They were made for use in the country."

Both Zung and Lee were withdrawn from active circulation, the former for two and the latter for three years.

Notes of The Cafes

Both Lee Ah-doo and Lu Kuh-yui agreed that it was an argument about food which served as prelude to the latter's battered sconce, but beyond that the reports differed.

Lu, who is a prominent restaurateur on Sinza Road, said that Lee came in to his place and ordered a meal. Having cleaned out the bowl the customer then laid a copper on the table and started to depart. Lu said he had explained politely that the bill was 3 coppers, whereupon Lee took the empty bowl and wrecked it against his Lu's, head.

Lee said he never had any rice in Lu's hashhouse. True, he had gone there for the purpose of eating; but he had been refused service and Lu had heaped insult upon him by expressing the opinion, before all the guests, that he, Lee, didn't have the price of a meal. Hostilities had then opened and in his excitement Lu had fallen down and damaged his head on a bamboo pole.

Lee will eat regularly for the next two weeks at the Municipality's expense.

Slight Miscalculation

C.P.C. 1162 took the box and gave testimony to the effect that he had visited the home of Tu Ming-zee, 902 Taku Road, on March 21 and found that a dog was being kept there without the authority of a Municipal license.

Tu followed the C.P.C. to the box and explained that at the time the officer asked for the license he had been unable to find it. Since then he had located it, and he handed it over to the court, beaming complacently.

The court read over the license and noted that its date of issue was March 22. So the privilege of canine proprietorship cost Tu another dollar.

Lecture To Be Given On Bible In Assyria

Dr. M. G. Daniel Will Talk At Church House Friday Night

An illustrated lecture on Assyria and the Bible will be given under the auspices of the Shanghai Branch of the Church of England's Men's Society Friday evening at 9 o'clock in the Church House by Dr. M. G. Daniel. Dr. Daniel will appear in the national Kurdish costume. Mrs. Daniel will sing some Assyrian national songs and an Assyrian boy will read some Psalms in Syriac. The public is invited. A collection will be taken for Assyrian refugees.

FOREIGN OFFICE GIVES TEXT OF RAIL CONTRACT

Fact Agreements Are Treated As Secret Documents Is Regarded As Unfortunate

(Reuter's Pacific Service)

Peking, March 25.—Yesterday evening the Waichiaopu issued the text of the Siems-Carey Railway Contract signed on May 17, 1916, which is ancient history, like the Canal Improvement Contract, every important detail having been published after they were signed. This also applies to the Marconi contracts, one of which the Waichiaopu is giving out today, and it is unfortunate that these purely commercial agreements should have been included in the list of secret documents representing very secret political compacts.

Commercial Body Holds First Meeting

(Continued from Page 1)

opportunities which she has lost of enriching herself. While China continues to be torn from end to end with internal strife, kept alive by bandits, with the approval of a military party which has apparently everything to gain from such dissension, its neighbor Japan has quietly but effectively been building up wealth beyond the dreams of her most avaricious statesmen. Today the Government of China is strangled in a mesh of loans. Many of the country's best assets are in pawn. There are no outstanding leaders amongst her vacillating statesmen, and there is no defined policy as to how she is to become relieved of her burdens. Yet we all feel that well governed, China might become a giant among the nations. The country is rich in minerals and productive power, has a sober, industrious, and easily governed people, with abundant capital, and should be reaping all the advantages of cheap labor.

Where then are we to look for the cause of these distressing conditions? As usual in the Government. The inefficient, if not actually corrupt, officials in this so-called Republican Government are little, if any, better than the Manchus were, and until the country from end to end is rid of the existing regime, and a new type of man is installed in their place, a man who will be actuated solely by high principles of regard for their country's welfare, and zealous not of their own but of their country's advancement, so long will China continue to drift from bad to worse, until foreign Allied control becomes, if it has not already become, a palpable necessity.

It is satisfactory to be able to report that the work of the Conservancy of the Whangpoo under Mr. Von Heidenstam's able management has continued to be effectively carried out, and that except for constant dredging of certain sections of the river, which will always be necessary, little now remains to be done under the original scheme.

The dredging of the Wayside Bar to a minimum depth at low water of 30'—a scheme referred to in the report—is still under discussion, and at this juncture it would be premature to refer to it in detail. A scheme for improvement of the Soochow Creek, prepared by Mr. Von Heidenstam at the request of the Conservancy Board, is under consideration, the proposal being that its cost should be shared equally by the Chinese Government, the Conservancy Board and the Shanghai Municipal Council. There is much to be said in favor of the scheme but it will have to deal with serious obstacles where it affects vested interests.

Other Great Projects

Much greater and more widely discussed projects for the future development of the port are also under consideration. A very comprehensive scheme has been submitted to the Chamber by the Conservancy Engineer covering proposals to maintain a channel of 40' at lowest low water across the Fairy Flats, to lock the Whangpoo river, and to build wet docks at Woosung which would have rail connection with Shanghai. It is the general opinion, I think, that the locking of the Whangpoo is not a feasible scheme. It would seriously interfere with Shanghai's drainage and water supply, as well as with the requirements of native and local shipping. The building of wet docks at Woosung should be a practical measure but the deepening of the Fairy Flats calls for the opinion of the most skilled experts obtainable before such a costly scheme to the port can be considered.

In this connection I understand that the Conservancy Board has received permission from the Diplomatic Body to expend some Tls. 300,000, the sum required for a complete and comprehensive survey of the Fairy Flats and Hangchow Bay, by the most highly qualified experts obtainable from home and the survey is to be supported by a report as to the possibilities of carrying out the scheme from an engineering point of view. The financial question will come up for consideration then and if the scheme is recommended by these technical experts.

A scheme has also been submitted by Mr. Sydney Powell for the building of a breakwater and docks, which would mean practically the opening of a new port at Yangtsze Cape in Hangchow Bay, such docks to be connected by rail or canal with Pootung. This scheme must also await consideration until the survey I have just referred to has been submitted.

We must, of course, look with favor on any schemes for the improvement of a port which has Shanghai's potentialities as a distributing center, but we must also be careful to note that the balance of the tendency for shipping to go from one port to another is a delicate one, that shipping means trade, and that we must be careful to see that trade is not driven away as the result of costly work which might demand too great a tax on the entry of ships into the port, or on merchandise which might seek and find a less costly distributing center elsewhere. Neither can Shanghai wisely commit itself to these colossal schemes until there is such an assurance of a bulk and constancy of trade as will give opportunity to justify the expense they would involve.

These I may say are my own considered views on this important subject, but they may not necessarily reflect those of all of your committee.

Opium Question Discussed

I have not obtained the consensus of your committee's views on this subject. My own opinion is that legislation to be effective should be directed against the growers and those found in possession of the drug, and that, if it is desired absolutely to restrict the sale and use of opium, the punishment of the law-breakers should be severe and the law and the machinery employed to enforce it put in thorough working order.

The burning of stocks of opium in Shanghai while the poppy is being freely grown in many provinces of the Empire with the knowledge of the local authorities, and the methods adopted by the Customs authorities to mulct steamers in heavy fines for the smuggling of opium found concealed on board, rather than to direct their subordinates' efforts to capture the smugglers, appeal to one as unsound and impractical measures for accomplishing the ends proclaimed to be in view. In this connection a conference was recently held at which representatives from the Customs and the principal shipping companies were present, when every phase of the question was fully discussed. The local Commissioner, who has invariably shown marked sympathy with the difficulties of the situation, has since, I understand, addressed the Inspector-General on the whole subject, and it is confidently hoped that some practical measures will be evolved.

Tariff Revision

An International Commission for the revision of the Chinese Import Tariff assembled in Shanghai in January, 1918, and concluded its work in December. The object of this revision was to bring the duties on goods covered by the specific duty list up to an effective five percent, the basis of valuation agreed to by the governments concerned being the average duty paying values of the goods during the five years 1912 to 1916. The tariff drafted by the Commission has now been referred to the foreign and Chinese governments, and will not come into effect until their approval has been obtained and due notice has been given.

Whilst the new tariff will not, in most cases, involve any very marked increase in the present duties it is estimated that the total addition to the Customs revenue will be between five and eight million taels per annum.

Besides revising the specific duties the Commission devoted a good deal of attention to the re-classification of imports, and it is believed that the new arrangement, more especially in the case of the piece goods section, will be found much more satisfactory to merchants.

It may be mentioned that the present revision is only a temporary measure, one of the conditions agreed to by the powers concerned being that the new tariff shall be subject to further revision, in whole or in part, two years after the termination of the war.

Before proposing that the reports and accounts for the years 1915, 1916, 1917 and 1918, as circulated, be approved and adopted, I will be glad to answer any questions which any member may wish to ask.

"Now is the time to correct the unpardonable fault of wastefulness and extravagance"

President Wilson

Any man or woman who looks beyond the needs of the day must come to the conclusion that a **saving, conserving policy** is the only safe one to pursue.

Wastefulness and extravagance get one nowhere but into trouble.

Economy, industry and **thrift** are the guiding stars to opportunity, success and happiness.

When you see how easy and profitable it is to save, you will of our own accord soon cut out careless, useless waste and extravagance.

A SAVINGS ACCOUNT in this bank will help you to cultivate the habit of saving.

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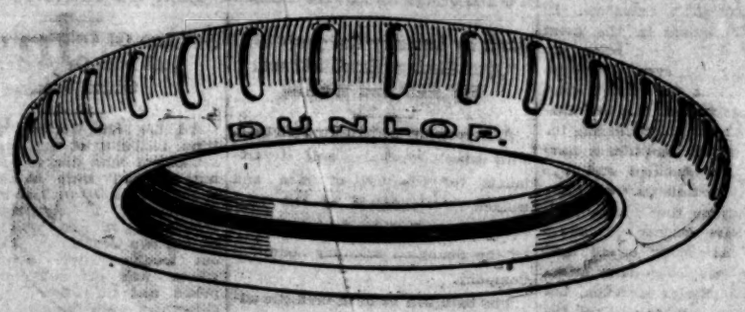

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You pride yourself on running your business efficiently and so do we. We want every new customer to become a "regular" just exactly as you do.

It's a square deal between us, then. That's how we want you to buy your tyres. We say Dunlop Tyres are the most efficient tyres obtainable, and it's up to you to prove this fact for yourself NOW. Nobody has ever told the Dunlop Company that they didn't give their customers a straight deal, and nobody ever will. We value our prestige as highly as you value yours, and so let's get together on the tyre question right away.

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WRITERS GIVE PRAISE TO EMPRESS OF ASIA

Copy Of Letter Addressed By Noted Editors To Captain Received Here

Appreciation of the comforts provided for the traveler on the Empress of Asia of the Canadian Pacific Ocean Services, Ltd., is expressed in an unusual manner in a letter to Captain Davidson, commander of the vessel, signed by a dozen of the leading editors and newswriters of America who presented the letter to the captain when they were on the Atlantic on their way home from a visit to the battlefields of France. Among the signers of the communication are: Albert Shaw of The Review of Reviews, Mark Sullivan of Collier's Weekly, Edward Bok, of The Ladies' Home Journal and Charles R. Van Hise, president of The University of Wisconsin.

A photographic copy of the letter which carries the date, October 25, 1918, has been forwarded to Mr. L. E. N. Ryan, agent of The Canadian Pacific Ocean Services, Ltd., at Shanghai.

After dwelling on the general excellence of discipline, cleanliness and courtesy on the ship, on the score of the cuisine the writers say, "we have no hesitation in pronouncing it the best that any of us has ever enjoyed on a North Atlantic liner."

News Brevities

A Chinese was sentenced to two months' imprisonment by the Mixed Court yesterday for conducting a public opium smoking resort at 775 Tong Dong Ka Loong. Four persons found in the establishment were ordered to pay $10 fines or go to jail for two weeks. One of them a woman, stated to the police that the establishment's price for smoking was 17 coppers per pipe.

* * *

Charged with burglary of the home of C. Bohe—an enemy subject who has been repatriated—at 13 Avenue Road on January 16 a Chinese appeared in the Mixed Court yesterday and was remanded in custody for a week to give the police opportunity to recover more of the stolen property, consisting mostly of clothing, from pawn.

* * *

Charged with assaulting a Chinese motorman on a Wayside tram on March 18, Mr. F. S. Upton of 10 Studley Avenue was found guilty in the United States Court for China yesterday afternoon. He was fined ten dollars and costs. Commissioner N. E. Lurton heard the case.

* * *

Mr. Yang Ch'u, Minister to Japan for many years during the Ching Dynasty, has passed away in Hongkong.

* * *

News has been received from Chefoo of the engagement of Miss Gladys MacMullen to Mr. Douglas Murray of Shanghai.

* * *

The wedding of Mr. Robert E. Stewardson of Shanghai and Miss Ray Tippie of Yokohama will be solemnised in Christ Church, Yokohama, Saturday afternoon, it is learned.

* * *

The annual general meeting of the shareholders of the Shanghai Horse Bazaar and Motor Co., Ltd., will be held at the office of the company on the afternoon of April 8 at 5 o'clock.

* * *

Major George C. Wheeler, V.C., has returned to Yokohama to visit his parents. Major Wheeler has been in active service in Mesopotamia, where he won the Victoria Cross. Major Wheeler will proceed to England after a month.

* * *

A ricsha coolie who was blithely carting the Kalee Hotel doormat off in his chariot had the ill luck to run foul of a suspicious Chinese policeman and was given jail by the Mixed Court yesterday.

* * *

The Hing Wah Paste Mfg. Co., Ltd., which recently completed its extensive and up-to-date factory at 71 North Soochow Road, is now able fully to supply the demand for its "Roster" Brand Macaroni.

* * *

Through a clerical error in the office of the B. W. W. A., Mrs. A. W. Burkill was described in this week's Report of the B. W. W. A. as the "Leader of the War Dressings' Department." Instead of "One of the Leaders" in this Department.

* * *

Captain Bell Irving, formerly of Messrs. Jardine, Matheson and Co., and Lieutenant N. Denison, R. E., formerly of Messrs. Scott, Harding and Company, were among those mentioned in General Edmund Allenby's despatch, published in the London Gazette of January 21, 1919, for distinguished services with the Egyptian Expeditionary Force.

* * *

Mr. Sheng Ai-cheng, third son of the late Sheng Kung-pao, passed away Sunday evening following an attack of influenza-pneumonia at his residence at 110 Bubbling Well Road.

* * *

Officers of the American Returned Students Club of Shanghai for the ensuing year will be elected at the annual dinner and business meeting Friday evening at 7 o'clock at the Oriental Hotel. The organisation of a science society as a branch of the club will be discussed at the meeting.

British Premier Taking Stroll In Paris Between Conferences

PREMIER LLOYD GEORGE IN PARIS

Premier David Lloyd George, of Great Britain, snapped while out for a stroll following a session of the Peace Conference at the Quai D'Orsay in Paris.

Obituary

Mr. Rufus Carr

Mr. Rufus Carr, who came to Shanghai from Singapore but two months ago to take charge of the local agency of the Singer Sewing Machine Company, died at the Isolation Hospital early yesterday morning from spinal meningitis. He was taken to the hospital Saturday morning.

Mr. Carr is well known in the Straits Settlements and became popular during his short stay here. He lived at the Astor House. Mr. Carr leaves a widow and two children, one twelve years old, and the other ten.

Funeral services will be held at Bubbling Well Cemetery this afternoon at five o'clock. The body will be cremated.

WENCHOW NEWS NOTES

China Press Correspondence

Wenchow, Chekiang, March 21.—After twenty years of faithful, fruitful service, the Reverend Arthur Henly Sharman, of the United Methodist Mission, has left for furlough, which is rendered necessary by an illness brought on by unsparing, unremitting attention to duty. He will travel to England via Canada, leaving Shanghai on the Empress of Asia on the 29th. We shall miss him very much here in Wenchow for he was a cheery, sociable soul, and we wish him a speedy restoration to health.

The third meeting of the Chinese-Foreign Association was held Thursday night at the U. M. Mission College, when a paper was read by Principal T. W. Chapman, M. Sc., on "The Relation of Observation to Knowledge;" it had been carefully prepared and was thought-provoking, as was shown by the discussion that followed. In the near future a paper is to be given on the history of Wenchow, and the foreigners are looking forward to it with the hope of being considerably enlightened.

The usual story is that trade is not up to much, and it may be so, but the steamers that do come seem to carry away a pretty good cargo, and it might prove a stimulant to trade to have better steamer facilities, more regular and frequent. However, the Haimen-Ningpo steamers are running quite regularly but are hampered by being restricted to inland trade by Customs regulations. In spite of the stories about business being poor, houses are in great demand and the price of property is constantly rising. No sooner is a house or site on the market than it is snapped up, and new houses are being built right along. Streets are being improved, too, since the introduction of ricshas, so that the latter have been a benefit not only to those that ride but also to these that walk.

DISCOMFORT AFTER MEALS

usually due to flatulence, or wind in the stomach, may be remedied by the occasional use of

PINKETTES

the gentle little laxatives. Pinkettes dispel constipation and flatulence, cure biliousness, sick headaches, liverishness, coated tongue, ill-smelling breath, clear the skin of pimples and blotches.

Of dealers, or for 60 cents the vial, post free, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

VISITOR OPTIMISTIC OVER CHINA'S FUTURE

Representative Of Big Packing Concern Is Here On Tour Of World

Mr. J. F. Mendelssohn, general foreign representative of Libby, McNeill and Libby of Chicago, Illinois, one of the leading packing concerns of America, is in Shanghai on a tour of the world on which he is inspecting agencies of his firm. Mr. Mendelssohn has just completed a trip through the United States, Canada, South and Central America and from here he will go to England by way of the Orient, Australia, South Africa, India and Egypt. One result of his visit to Shanghai is the appointment of Connell Bros. Company as Shanghai agents for Libby, McNeill and Libby.

Business generally is excellent, the visitor said, and he expressed the belief that Northern China is entering upon a great and rapidly growing future. He predicted extensive readjustments in trade and commerce in this part of the world in the coming year, saying he believed a wave of prosperity more enduring and on a sounder basis than that incident to the war is bound to come.

Referring to his recent visit to South American countries Mr. Mendelssohn spoke of the feeling of the peoples on the subject of the war and said that while the masses in Brazil, Uruguay and Argentine seemed to be strongly for the Allies, sentiment apparently was divided in Chili. This, he said, was due in some measure to the fact that officers of the Chilean army had received their military training from Germans and in this way had absorbed German ideas.

The firm of Libby, McNeill and Libby, which the visitor represents, operates 52 canneries in various parts of the world. Their products include evaporated and condensed milk, salmon, canned meats and pineapples. One of the company's biggest canneries is its pineapple plant at Honolulu.

AMERICAN WOMAN'S CLUB

The Literary Department of the American Woman's Club will meet at the Carlton tomorrow afternoon to study the clans and guilds of China. The program will be in charge of Mrs. Maurice Price and Mrs. Stockton. There will be a roll call of members and the annual election of officers prior to the program. The meeting starts at 4:30 o'clock.

Investments

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WHY LOSE INCOME by your delay in purchase of securities? If undecided why not get the opinion of those whose business it is to know about securities?

IF YOU HAVE MONEY to invest—no matter how large or small may be the amount—and feel the need of prudent advice, we shall be glad to give you the benefit of our experience in the investment business.

WHAT YOU DO with your surplus is no less important than the accumulating benefit to you. Wrongly invested, it may be of more harm than be of it.

IF YOU are interested in a safe investment for a large or small amount, we can assist you.

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AFTERNOON and EVENING FROCKS

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Beginning Monday

Draw the cork and HAIG & HAIG SCOTS WHISKY will sing its own praises

The quantity is limited
The quality is rare
You cannot get me everywhere

Haig & Haig Five Stars Scots Whisky

I am a famous bottle because of the famous contents that I carry. You will always have to pay a little more for me than for other bottles of Whisky because no other bottle carries quite so fine a Whisky.

I am welcomed and esteemed in all good clubs and cultured homes, and wherever people of good taste meet and have fellowship—not for myself, remember. I am only a bottle; I am famous for the fact that I contain HAIG & HAIG FIVE STARS SCOTS WHISKY.

DOCTORS ARE CALLING FOR ME
MERCHANT PRINCES ARE CALLING FOR ME
KINGS OF FINANCE ARE CALLING FOR ME
JUDGES ARE CALLING FOR ME
SCOTSMEN EVERYWHERE ARE CALLING FOR ME
ARE YOU?

Place your orders in advance and make as sure as you can of getting me.

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"Recess"

Made Slightly Larger Than The Average Cigarettes

Westminster Tobacco Co., Ltd. London.

Made Considerably Better Than the Ordinary

Cigarettes

RARE ANIMAL FREAK IS ECHIDNA IN N.Y. ZOO

Head Keeper Snyder Calls One In Bronx One Of Its Most Interesting Mammals

SPINES AS DEFENSE ARMOR

Hatches Young From Egg And Raises It In Kangaroo-Like Pouch

The visitor to the Zoological Park in the Bronx who has not made the acquaintance of Nellie, the Australian echidna, has missed one of the most interesting mammals in the collection. Charles Snyder, head keeper, has called Nellie the most interesting inhabitant of the mammal house, and he ought to know, because it took him six weeks of unceasing effort to establish friendly relations with the Australian visitor. In Australia they call the echidna a porcupine anteater, which describes it perfectly. It is one of the zoological freaks that are found in that country.

Nellie is about seventeen inches long, and, to quote Snyder, the gentlest little anteater in captivity. She looked gentle enough as she climbed up and down the wire netting that separated her from visitors. And again she looked very warlike when on the approach of fancied danger she dropped to the floor and rolled herself up like a hedgehog.

The echidna has sharp spines. These are not only presented to its enemy, but are also stuck in the ground, making it harder to lift the animal up. The only way it can be conveniently carried is by grasping it by its hind feet, so that its head hangs down. It can dig into any hard soil by the assistance of its spines as well as by the strong claws, and it is remarkable how quickly it can sink into the ground.

Has Astonishing Strength

It also can hold so tightly to the soil that it is only with difficulty that it can be raised even with the aid of a strong stick. When the echidna gets into the corner of a room or cage it is a task requiring no little skill to get it to come out. The strength of the animal is astonishing, and even if tightly fastened by a cord around one of its hind legs it is almost certain to get off.

When cold weather comes the animal generally hiberantes and Nellie began to look around when Winter approached for a place in which to sleep, never suspecting that she would spend the cold months in her own private steam heated apartment and need never give a care about snow and frosts and chilling blasts.

"Isn't she just grand?" said the admiring Snyder, and Nellie, in appreciation of the compliment, climbed up the wire mesh separating her from him. The keeper scratched the light hair of her underbody and the little animal writhed with pleasure.

"Nellie likes to have her fur scratched," said Snyder, "but I am the only one hereabout that can do it. She is a thorough man hater, and resents any one else touching her. Nellie is easily the champion digger of the zoo. She can go through the hardest soil with a speed that would fill a subway excavator with admiration."

To prove the truth of what he said, Snyder took Nellie out of her cage. The little animal showed no unwillingness. The keeper picked her up by grasping her hind feet, and held her so that her head hung down. In one corner of the building was a wooden box about five feet long, filled with earth, and supporting some sickly looking plant growth. He put Nellie down in one end of this box. She got into action at once, and with spines as well as claws tackled the soil. In an amazingly short space of time she was half buried, and within a few seconds had made for herself a hole big enough for a respectable living room.

"Here, Nellie! Here, Nellie!" called Snyder, accompanying it by a chirping sound. The echidna promptly emerged from the hole and looked inquiringly up at Snyder. "You see she comes when I call," he said proudly, and, as though she understood, Nellie came forward and snuggled against his hand.

Snyder Her Only Friend

While Nellie is a source of amusement to the head keeper, she is the cause of much worry among the other attendants. Snyder is her only friend. She resents the attentions of the others, and this makes her hard to handle. Her resentment is carried out against the other animals near by, and she sometimes makes hostile demonstrations against the platypus, a duck-billed animal from Tasmania, and the phalagers in the cage opposite.

"A mean dispositioned animal" is the way the others speak of Nellie, but Snyder will not hear them without defending his pet. To this the others sometimes retort that the head keeper studied animals at night school. This is wrong. Snyder studied by observation and by reading a heavy volume on the subject belonging to Curator Ditmars.

"Nellie is naturally very timid, and the trouble is that no one tried to make friends with her when she first arrived," continued the head keeper. "It is wrong to think that these animals have no intelligence. They have, and here is the best test of it."

Then came the crowning test of Nellie's accomplishment. The keeper lifted her by her hind legs and carefully put her down on the floor of the cage. She remained motionless and looked up at her friend with her bright little eyes.

"Now, Nellie," said Snyder slowly, "I want you to roll up."

Nellie looked inquiringly, and the keeper repeated his request. Then she rolled up into a formidable bundle with her spines bristling outward.

"Unroll," commanded Synder and Nellie obeyed.

"I can get the same effect with a small stick," remarked one of the keepers, but Synder rebuked him.

Synder supplied this additional information regarding his pet:

The echidna lays a soft-shelled egg about half an inch long, which is placed in her pouch. The mother by rolling herself up helps to protect the young in her pouch. The young echidna leaves the pouch as soon as its spines begin to appear. Like the kangaroo, it is very rarely that two young are born at one time. The animals are more or less nocturnal.

Former Secretary McAdoo Becomes Figure In Movie World

William G. McAdoo, former Secretary of the Treasury, photographed with a group of moving picture stars at San Fernando Valley, Cal. Mr. McAdoo has accepted a position as counsel for the United Artists' Corporation, with Douglas Fairbanks, William S. Hart, Mary Pickford, Charlie Chaplin and D. W. Griffith, the "big five" of the film industry. The photo shows, left to right: Mrs. W. G. McAdoo, George Anderson, Douglas Fairbanks and Mr. McAdoo.

Red Cross Bulletin Issued

The first issue of the Bulletin to be published monthly by the China Central Committee of the American Red Cross was circulated yesterday. The publication contains numerous articles of interest to Red Cross workers, as well as a list of the officers of chapters and branches in China and official notices. It is profusely illustrated with pictures of the China unit which went to Siberia, the fleet of Ford ambulances that was sent to Vladivostok by the China Central Committee and several scenes of work in Siberia.

The editorial, "Victory and After," is an appeal for enrollment in the Red Cross written by Judge Charles S. Lobingier, Field Representative.

The Bulletin is almost entirely devoted to the work in Siberia with the hope that it will stimulate interest among Red Cross workers to make every effort to relieve the suffering in that field.

SHORT LOANS

We can arrange short loans in AMERICAN GOLD on approved local securities

Raven Trust Co., Ltd.
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WEDDING BELLS RINGING FOR YANKS IN ENGLAND

Thirteen British Brides Of Yankee Soldiers Sail For U. S.

Paris, January 30.—Approximately 150 officers and men of the A.E.F. who have been stationed in England have succumbed for better or for worse to the charms of English girls. The honors go to the enlisted men, with a good sprinkling of lieutenants, most of them members of some of the numerous Air Service squadrons that have been stationed in England.

The brides come from all parts of England. Only two hail from Ireland, and a very few from Scotland. The average age of the brides is about 23, and the average age of the Yankee grooms is around the same figure.

None of the brides has been in America before.

The first 13 sailed January 20 on the transport Plattsburg from Southamption, traveling first class. The bride pays a dollar a day for food, transportation to embarkation point and railway fare in the United States to her new home. Uncle Sam pays for the boat trip. More brides will leave for America in two or three weeks, according to Lieut. H. E. Snell, in charge of transportation.

GRACE COMPANY HEAD TOURING ORIENT PORTS

Mr. Robert H. Patchin Now In Japan In Interest Of Big American Firm

Mr. Robert H. Patchin, General Manager of W. R. Grace and Company of New York, is on a tour of the Orient. The firm of W. R. Grace and Company is one of the largest American firms engaged in foreign trade.

Mr. Patchin's last visit to Japan was with the American battleship fleet, nine years ago, when he made the tour from New York to Yokohama and return to the United States as the only press correspondent with the fleet throughout that famous voyage. Mr. Patchin was secretary of the National Foreign Trade Council, of which Mr. James Farrel, president of the United States Steel Corporation, is president, and which comprises amongst its members practically every large firm throughout the United States interested in foreign trade.

Both Mr. Patchin's brothers are well known in the Far East. Mr. Philip H. Patchin, who is at present a secretary to Mr. Robert Lansing, Secretary of State, was from 1911 to 1913 Peking correspondent of THE CHINA PRESS. Mr. Ira H. Patchin is treasurer and business manager of the publication Asia.

Mr. Robert H. Patchin will probably make a stay of two months in Japan on business, W. R. Grace and Company having entered into an arrangement with the Asano Bussan while W. R. Grace and Company will represent the Asano Company in the United States.

Blue Funnel Sailings

Messrs. Butterfield and Swire announce the future movements of the Blue Funnel lines as follow:

From Glasgow and Liverpool.

		arrive
s.s. Telemachus	about	March 26
s.s. Peleus	about	April 2
s.s. Telamon	about	April 2
s.s. Pakling	about	April 8
s.s. Lycaon	about	April 15
s.s. Stentor	about	April 25
s.s. Mentor	about	April 29

From New York via Panama.

s.s. Eurybates expected to arrive about middle of April.

For Liverpool, etc.

		sail
s.s. Agapenor	about	April 4
s.s. Telamon	about	April 22
s.s. Pakling	about	May 8

For London, Amsterdan and Antwerp.

		sail
s.s. Elpenor	about	April 3
s.s. Laomedon	about	April 17
s.s. Peleus	about	May 1
s.s. Lycaon	about	May 15
s.s. Mentor	about	May 29

Basketball Today

The Rowing Club and Training School teams will play a league game at the Rowing Club this evening at 6:30 o'clock. If the Rowing Club wins, the Y.M.C.A. Blues will have another chance at the Shanghai Amateur Basketball League title.

TREES FOR SALE

Imported shade trees—large leaf—grows rapidly—original stock imported from U.S.A.

1,000	3 years old	$1.00 each
500	4 years old	1.50 each
100	5 years old	2.00 each
50	6 years old	3.00 each

Must be planted within a few days. Apply at Room 9, 15 Nanking Road.

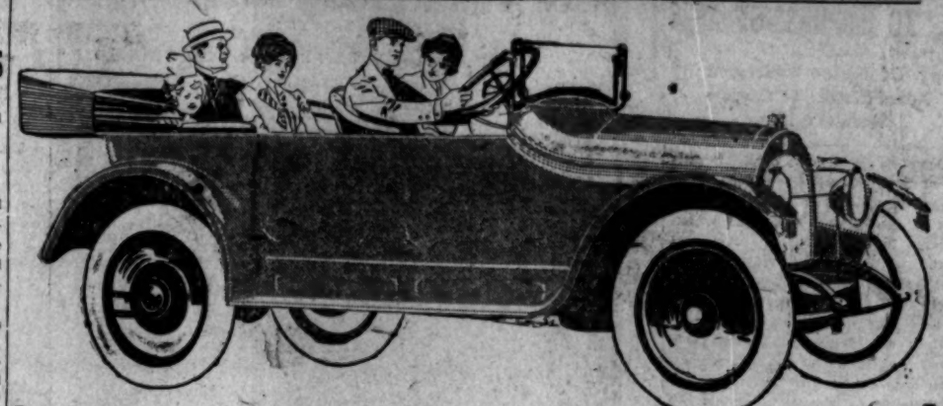
The only milk for use in sickness and convalescence.

Sterilized already for drinking.

All Stores sell it.

CONGOLEUM RUGS

SANITARY - WATERPROOF - ROTPROOF



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It is possible that we may not get any more for some time to come. Therefore, as they are selling very fast, you will be well advised to make your purchase NOW.

Favorable exchange enables us to offer both these favorite models at very reasonable prices.

Ask for a demonstration

THE CENTRAL GARAGE CO.

a, Jinkee Road — Telephone: Central 3809

The "Three Castles"

Virginia Cigarettes

MAGNUMS

Better because larger.

The tobacco in the Magnums is the same bright Virginia tobacco found in ordinary Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

This advertisement is issued by the British-American Tobacco Co., Ltd.

Best by War's Test

The great war record of F-W-D Motor Lorries is equaled only by their commercial achievements. War proved the advantage of driving-power on all four wheels—as examplified in the F-W-D. These great lorries are again available for commercial use and ready for immediate delivery.

No other lorry of equal load capacity operates at so low a running cost. No other lorry so valiantly withstands the wear, tear and shocks of rough roads with so small a maintenance cost. *No other motor vehicle works so continuously and faithfully day after day, year after year.* Its long life is one of the biggest economical advantages of the F-W-D.

F W D LORRIES

Standardized construction is another advantage of the F-W-D. Every spare part produced at our factory is applicable to every lorry that we have ever built.

With the driving-power applied equally to both the front and rear axles, there is no road so rough that the F-W-D is unable to travel.

At the same time its short wheel-base, quick acceleration, and positive brake action make it specifically adapted to city hauling.

Sales Agency arrangements may be made for territories not now occupied.

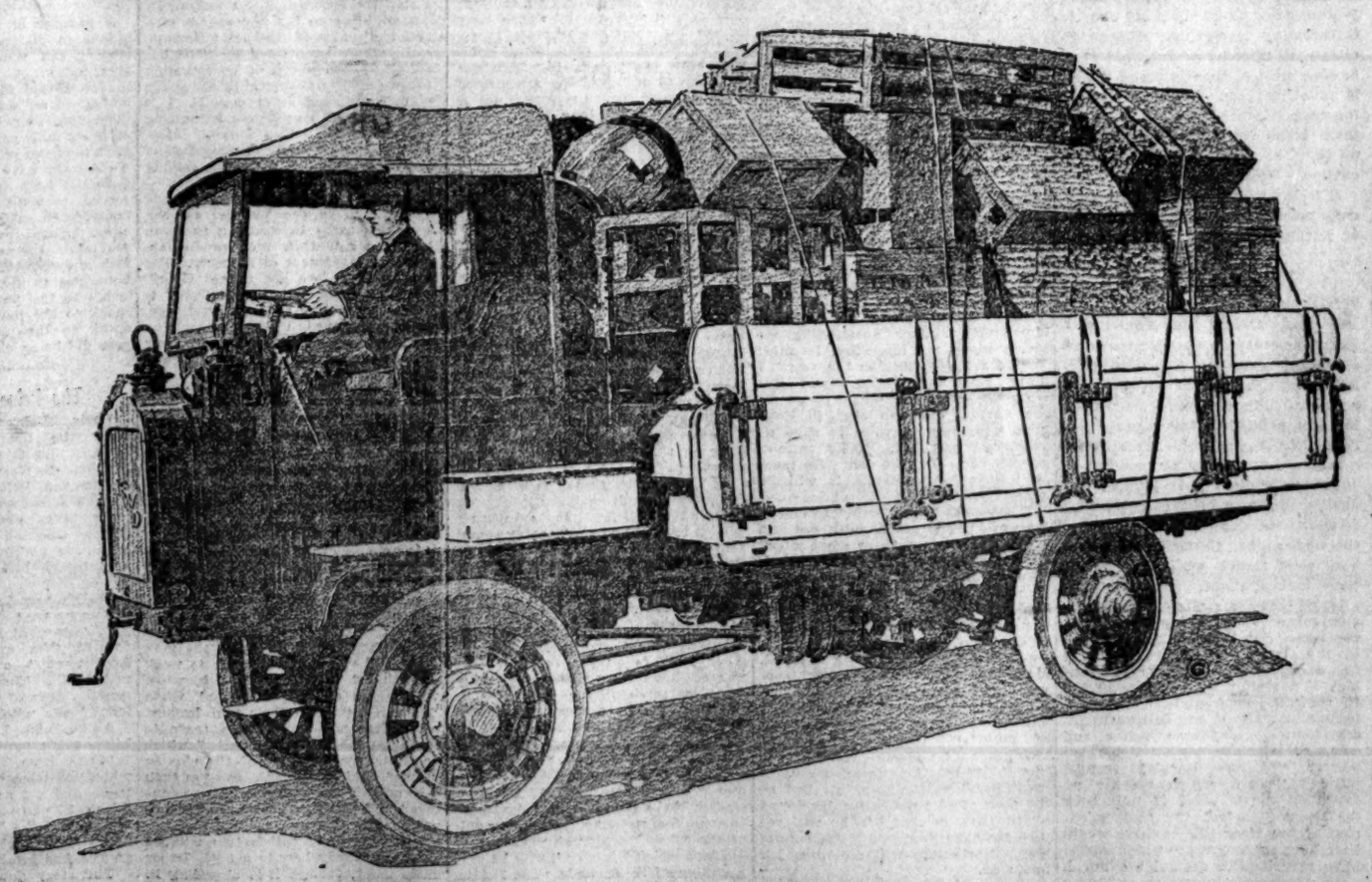
Wanted, a progressive and financially responsible concern to assume the distribution of F-W-D Lorries in Japan and adjacent countries.

We will be glad to send catalogs and full particulars of construction together with all details of terms, etc., if you will cable or write to

Four-Wheel-Drive Auto Company

Clintonville, Wis. U.S.A.

Cable address: F-W-D Clintonville



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WEATHER

Cloudy, but rather fine weather in the Central and Northern districts. Strong northerly winds in the Channel.

IMPARTIAL AND PROGRESSIVE

SHANGHAI, MARCH 26, 1919

What About China?

WITH Mr. Tang Shao-yi's reasoning in his letter to Chinese business men refusing to resume the internal peace conference under the present circumstances one agrees readily. But he puts a question rather than states a conclusion.

It is quite true that it is useless to conclude a peace that will be merely a patched-up truce like the so-called peace settlements of 1912 and 1916, destined to last but a few months. It is equally true that there is little hope that a peace negotiated with the present Peking government would be anything else than a few months' truce. The present Peking government represents nothing. President Hsu Shih-chang may be ever so sincere in his desire for peace but he is powerless. He and his cabinet are but the nominal government. The actual government, the little coterie of quasi-military men and their official supporters whose object is loot, does not desire and never has desired peace. It would not accept a peace concluded by the Shanghai conferees because such a peace would decree its death. And no peace not accepted by it could last.

So far Mr. Tang's position is logical enough. There is no use of going through the mockery of a peace conference. But what then? The present situation is intolerable. It cannot continue. There must be either war or peace. The North and South must either fight out their differences to a decision or settle them peaceably. The first they will not do, the second they cannot. In the meantime the nation is a prey to bandits and to officialdom—and of the two the latter is easily the worse—and sinks further and further into hopeless disintegration. And steadily and surely it drifts into the position of an international problem.

That in effect is what Mr. Tang's answer to the Chinese business men amounts to. What are the Great Powers going to do about it? For it is becoming increasingly difficult to escape the conclusion that what is to be done must be done by them. There is an element in China of which the country must be purged. In China there is no force with the power to do it. The force must come from outside. Whose is it to be?

If it is still necessary to offer concrete reasons for the need of a League of Nations, there is China.

The Tientsin Report

THE official American report which was printed in THE CHINA PRESS yesterday on the circumstances connected with the Japanese-American trouble in Tientsin two weeks ago bears out fully the first account of the incident printed in this paper a few days after the incident. It makes out a strong case against the conduct of Japanese soldiers and civilians and against Japanese officialdom as well. It shows the Japanese to have been the aggressors throughout and to have acted from a motive of revenge for a fancied slight. Were it merely a brawl between soldiers, it might be overlooked as regrettable but not uncommon. But the ugly spirit shown by the armed Japanese soldiery and the Japanese mob and the apparent lack of any effort by Japanese officers to restrain them and the uncompromising attitude and deliberate deceptiveness of Japanese police and consular officials toward American officers and the American consul write a record which reflects no credit on Japan. Had it not been for the self-control and coolheadedness of American officers there would have been an occurrence which would have reverberated around the world.

A Northcliffe Story

George Harvey editor of the North American Review has the following article in the New York Sun:

"The question now is shall I buy the Times?"

It must have been the spring of 1904. We had been walking in Hyde Park and were waiting to cross Park Lane on the way to the house at which each morning Northcliffe called to see his mother. I looked at him in amazement. Then I realised that the remark was not addressed to me in particular. He was only thinking aloud. The traffic broke and we crossed the street. As we parted at the door of the house I inquired: "Is the Times for sale?"

"I don't know," he replied. "Probably not. It makes no difference. That is not the question."

A year later at Broadstairs I recalled the brief conversation. He was still undecided. The real question, I discovered, related to his physical prospects. He had taken up golf systematically and was deriving both benefit and reassurance. I did not see him the following year. In November, 1907, he came to New York and the Pilgrims gave him a dinner. Having been asked to say a few words, I sat next to him at the table. As my turn drew near, he remarked quietly:

"I have bought the Times. The fact is not known. Suppose you announce it?"

I did so, and the information was flashed that night to startled England. The consternation it caused is well remembered. I recount this incident merely to indicate the man's extraordinary prevision.

Now what if Northcliffe had not bought the Times? Would there be a British Empire now? Would France have been reduced to a mere satrapy? Would our own country today be struggling with the invader instead of with problems of reconstruction? Who can tell? Personally I have never believed for a moment that God would permit the German heel to stamp upon the neck of the world. But I am no less strongly convinced by study and observation at close range, at perhaps the most critical moment, that Northcliffe and the Times saved England. Neither, in my judgment, could have done it alone. The complement of the two powers of tradition and personality was essential.

In all Britain only Northcliffe was prepared. Two years, almost to a day, before Germany struck we were playing golf at Deal. I recall the happening with peculiar distinctness. I had never beaten him before. At luncheon, speaking again after his wont as to himself, he said:

"Within three years we shall be at war."

"With Germany?"

"With Germany. She is nearly ready."

"And England?"

"Has only her navy. That is all she will have when the storm breaks. Nothing can be done."

"And the outcome?"

Northcliffe snapped back his chair with a characteristic movement, paced back and forth for a few moments, returned to his place, leaned forward and took a sip of tea and, looking up, said simply without a trace of boastfulness or excitement:

"England always wins."

To the end he never wavered for an instant in this belief. In December, 1915, I found him awaiting me at Claridge's upon my return from the Prime Minister's.

"You found things well?" he inquired.

"Certainly no sign of despair."

"No: on the contrary, satisfaction and smug complacency. Come!"

We were whizzed to the office of Lloyd George, then Minister of Munitions, whom I happened to know. Northcliffe left immediately. I remained perhaps an hour and brought away a message which I was to deliver or not, as my judgment should dictate, to the President. That evening I dined with Northcliffe. After questioning me briefly about my interview, he said:

"We are not winning the war. I do not say we are losing it yet. But we shall be soon if we go on as we are going. The one man in England who may be able to save us you have just left. If he cannot, nobody can. But he can. He must be put in full control. It will be a hard job."

It was. It took Northcliffe eleven long months to get Asquith out and Lloyd George in. As to what might have transpired if he had failed, opinions may differ. But the result stands.

Northcliffe, the savior of England, is now paying the penalty of driving a human dynamo to the limit of capacity. But he has not finished. Marvelous as have been his achievements and career, he has only begun. He is still a young man in both body and spirit. As a directive manager of multifarious affairs, he retires, yielding as he should yield to the inevitable reaction from excessive mental and physical strain. But as the most vivid personality developed by the war in civil life he will return stronger than ever. He cannot stop. Northcliffe will die with his boots on.

The Strikes In England

(By W. P. Crozier of the Manchester Guardian in The New Republic)

After the war, said the cynics, the revolutions. In England we have no revolutions, but the expected strikes have begun. The whole of the industrial world is afflicted by an acute malaise, a nervous irritability which has shown itself not only in a widespread strike movement, but in symptoms of discontent which are varied, confused, and depend on no single logical principle. It is at the moment impossible to say where or when the movement will stop. Its most notable manifestation is the demand for a reduction in the working hours without any reduction in the wages paid. Among the engineers and shipwrights of the Clyde the demand is for a week of forty hours in place of the forty-seven to which the engineers agreed at a London conference only a few days ago. In Belfast, on the other hand, the strikers are demanding a forty-four hours week. In Manchester the dockers came out for a short time in order to protest against the employment of a non-union man. In Nottingham the miners struck in order to protest against men who had recently entered the mines being dismissed in order to make room for men newly demobilised; they objected not to the soldiers coming back, but only to other men being discharged to make room for them. In Yorkshire, on the other hand, the dispute was over the trivial question of a twenty minutes' interval for breakfast, and whether all the men should be allowed to take it together or should take it according to the usual and most convenient custom in large business concerns, in relays. The men were for taking it all together and they had their way. The London police, encouraged by the complete success of their strike a few weeks ago, threatened to come out again because of the dismissal of certain railway policemen and the refusal of the authorities to recognise their union. So many and various are the grounds of industrial dispute in England at this moment.

The causes of this present malaise—or it is really an infection of the blood in the industrial system which will out somewhere and somehow—are complex. The movement for shorter hours and a greater share of control in industry was gathering way before the war broke out. The war arrested but did not suppress it. The economic aims of the working classes—like the restrictive rules of the trade-unions—were largely put aside while all energies were concentrated on the war. Now that binding power has been suddenly removed and every man is free to think of his own interests and those of his class. The energies which had concentrated are inevitably dispersed in various directions. It is not only labor that is affected in this way. On the highest plane we may see the same process at work among the Allies, some or all of whom, released from the pressure and tension of the struggle for a common end, are irresistibly drawn towards their individual interests. The "strikes" among the troops on leave are a symptom of the same relaxation of will and dispersal of effort after concentration, and we might find yet a further instance in the immediate revival of sports and games of all kinds which has followed the ending of the war. The soil was ripe for the growth of a crop of industrial discontents.

The seed sown before 1914 was multiplied by the experience of the war. Labor, which gave up much on the call of the country, has seen large fortunes made out of the profits of the war. It is quite true, of course, that the great bulk of the gross profits made was appropriated by the State under the Excess Profits Tax, and that, on the other hand, a considerable part of the working classes greatly increased their wages during the war. But against increase of wages must be set the enormous increase in the cost of living, and there is no doubt that labor has been vastly impressed by the war profits of the great firms. At the same time the experience of working men has been that if they want improvement in wages and general conditions of work, their best plan is to go on strike and not only to strike but to "down tools" and give the employer no time to do anything but surrender. All through the war the story has been the same. Grievances have been put forward, but the settlement has been postponed week after week until at last the men, weary of the delay, have struck work and in a few days or even hours secured their object. They have become skeptical of the value of constitutional action, contemptuous of Parliament, of the ineffectual labor members who are supposed to represent them and of their own trade union authorities who, in their opinion have been not so much leaders as a drag on the wheel of economic progress.

At bottom the present movement is definitely a revolt against the hitherto accepted methods. It substitutes "direct action" and the popular representation of the shop stewards for the conventional processes of the trade union and parliamentary machine. The dependence of society upon industry has been realised, and it is to be exploited both to redress admitted grievances and to secure aims of which labor itself is as yet only partially aware. Society depends on the police force, a semi-military body, for its security, and therefore the police threaten to deprive society of its security until their demands are conceded. Society depends for its existence upon the miners or the transport men or the engineers and all the allied trades; here again is a magnificent weapon for wresting from the need of the whole community the concessions which labor, or it may be only a section of it, demands. The Belfast strike, which is in progress at the time of writing, illustrates the method. Beginning with the engineers and shipwrights, it soon involved the gas and electricity workers, and in a few hours' time Belfast went without its light except in so far as the strikers' committee chose to relax its prohibition. When, a few weeks ago, the management of the Albert Hall in London refused to let the hall for a Socialist meeting lest "revolutionary" speeches might be made, the electrical trade union cut off the supply of light and the management surrendered. Mr. Havelock Wilson and his superpatriotic seamen have been applying the same principle when they refused to carry to the Continent this or that Socialist leader, M. Huysmans or Mr. Henderson, of whose internationalist policy they disapproved. One and all they cry to society, "We are indispensable to you and you must do our bidding."

This is a question of method; there is also the question of aims. What are the motives of the new demand for shorter working hours? In the main they are wholly creditable to those who make it. Labor is faced with a likelihood in the near future of widespread unemployment. Men are being discharged from industry in order to make room for men in the army and even the demobilised soldiers cannot be absorbed all at once. Industry, damped by the sudden cessation of the war, is not reviving quickly. The period of transition is more difficult, the confusion and uncertainty of commercial conditions more acute than had been expected. Labor, conscious of its growing solidarity, is discovering in a general reduction of hours a means of spreading employment over a larger mass of men. Wages, of course, must not be diminished. If that means, as it does, a largely increased wages cost, that is the affair of the employer. If he complains that he will make a loss, labor retorts that he has been accumulating profits and can afford the change. If the economist points out that increased wages mean greater cost of production and an increase in the cost of living, labor is content to insist on its increased wages and to take the chance of rising prices.

Fundamentally, there is something deeper at work than the desire of labor to stand together and restrict unemployment. The pressure for shorter hours and higher wages proceeds from the desire of the working man not merely to exist but to live. He has worked long and late during the war; he has given up many of the cherished rules and regulations by which he had hedged round production and safeguarded his own interests; he has suffered often under bad housing conditions; he has gone short of his cherished beer, of which there has been little and that little bad. Excess has always its reaction, and the war has kindled in him the desire for easier conditions of life. In itself this is a sound impulse, and if it is now translated into action by methods which are arbitrary, confused and intolerant, much of the blame falls on capital and the State.

There is one thing which neither capitalists nor State authorities, with rare exceptions, are capable of doing whether in the public services or private industry. They cannot or will not enter into the mind of labor sympathetically in order to discover what ideas are fermenting there, what are its aims and desires, and to concede freely and betimes what they are in fact prepared to concede when pressure is put upon them. It is indisputable that in many cases the demands of the wage-classes—to use the most comprehensive term—have been quite reasonable and that the employers, State and private, have recognised them to be so. But there has been no spontaneous concession; everything is postponed to the stage of the threat and the incipient strike, so that the concession of a reasonable demand takes on the appearance of a surrender on the one side and a triumph on the other. Even when the State has devised a machinery of co-operation between labor and capital in the shape of the vaunted Whitley council, it is illusory in the last degree in putting it is operation. *Homo homini lupus.* With all our elaborate organisation of labor and capital, it looks like coming to that at the finish.

To these aims of labor we must add another. It is the purpose of the working classes to secure a share in the control of their own production, in the management of industry. The bulk of them are not as yet clearly conscious of it, but the tendency is unmistakable and the advanced men, the shop stewards who are organising the movement among the engineers and on the railways, have perfectly clear ideas of what they want. Early in the war, when Mr. Lloyd George went to Glasgow and the Socialist Forward was suppressed for giving an account of the conversation between him and the workmen, he was bluntly told that they demanded a share in the management of the "shops" and he answered that it was impossible. Impossible is a word which is not at present to be found in the dictionary of the shop stewards and the men they represent.

It is reasonable that employers should everywhere complain of the methods now being used against them. How, they say, can any settlement be made when the demands of the men grow and change from week to week and almost from day to day, when agreements are not respected, when the men repudiate their own leaders, when demands travel from trade to trade by the same "sympathy" which accounts for so much of the rise in prices? It is reasonable, and yet such a complaint is superficial. These confused and distracted methods of labor are the symptoms of a moral restlessness which seeks satisfaction without knowing clearly how to get it. Labor lacks unity, though it is acquiring it. It is sick of the old organs to which it had looked for leadership and it has not yet acquired new ones. Its aims, conscious or unconscious, are such as has been suggested: the right to maintain a fuller and more decent life, not merely to produce but to have a greater share in the fruits and control of production. The State and capital, if they were wise, would concentrate their attention on these essential causes of discontent rather than on their secondary symptoms.

But the prospects are not hopeful. Capital, some say, is spoiling for a fight. Since it must come, say others, it may as well come soon. Before the aim of labor are satisfied, privilege and profit will certainly be curtailed and the experience of recent years does not suggest that those who hold these things will give them up without a long and bitter struggle. Peace reigns and war begins.

That Word 'Bolshevik' And What It Means

Only the other day a Vermont newspaper was expressing bewilderment over the ominous word that came out of Russia, "Bolshevism." "By the way," it remarked, "what's the etymology of 'Bolshevism'? A Bolshevik might practice Bolshevikism; so might the Bolsheviki, but how do we get rid of the 'k' in undertaking to anglicise the word?"

From Boston, the fountain-head of accurate information, promptly came a learned exposition of this etymological problem. A more elaborate explanation would be a superfluity, but we have to express some surprise that any explanation whatever is necessary after a year or more of practically daily mention of the subject in newspapers all over the world and all the enlightening comment that has been published.

Of all the new words made familiar by the developments of the war this is undoubtedly by far the best advertised, and yet it has been a stumbling block to thousands. The newspapers themselves have tripped over it about as frequently as the readers. Of the several derivatives of "bolshe" the one that has come easily and with prevalent accuracy has been "Bolsheviki." There may have been some doubt occasionally as to whether the word was singular or plural, but in general it has been correctly used. On the "ism" that is professed by the Bolsheviki, however, there has been a great amount of floundering. We should say from a casual observation of many papers during the past year that "Bolshevikism" has appeared in print more frequently than "Bolshevism."

It is a strange error to survive so persistently, because there has first and last been a great amount of patient explaining of the matter. The form "iki" is the plural of "ik," which is the Russian termination corresponding to the English "ist." Our learned Boston friend says that the "v" is inserted for the sake of euphony, which is rather interesting because we had always thought it was merely a Russian habit. It has seemed as if the Russians, and some of the other races in Europe, in constructing a new word deliberately introduced extra consonants just to make things more difficult. But we are glad to know that there is a logical reason for that "v." Anyway, it makes the word easier to pronounce.

A Bolshevik, if we want to anglicise the word, is a Bolshevist, and it is a matter of simple reasoning that the ism practiced by a Bolshevist is "Bolshevism," just as an anarchist is a believer in the doctrines of anarchism. If there is the slightest excuse for saying that a Bolshevik practices "Bolshevikism," then etymological analogy would compel us to refer to the doctrine of anarchists as "anarchistism."—*Providence Journal.*

Ambiguity

A member of Parliament was ambitious to distinguish himself by his oratory and watched for a favorable opportunity. A motion was proposed in the House for enforcing the execution of an ancient statute, whereupon the would-be orator rose and, after solemnly gazing around in silence for a moment, said, "Mr. Speaker, have we laws, or have we not laws? If we have not laws and they are not observed, to what end are those laws made?" So saying, he sat down, his chest inflated with conscious consequence. Instantly another member rose and said, "Mr. Speaker, did the honorable gentleman who last spoke speak to the purpose, or did he not speak to the purpose? If he did not speak to the purpose, to what purpose did he speak?"

The Prize Peace Story

Paris, February 10.—The best story the Peace Conference has brought out is this:

When the German fleet surrendered to the British, American and French squadrons the captive crews were taken aboard British battleships. One big round headed German was plainly disgusted with the way things had gone and showed it.

Walking up to a group of British sailors he spat overboard and said:

"That's what I think of your verdammt fleet and as for Admiral Beatty, why"—and he spat over the rail again. Then he spat a third time by way of expressing his opinion of the whole British nation.

As he finished, a big British sailor hitched his pants up and said:

"Look here, Fritz! You can say what you please about the English fleet—and act as you wish toward Admiral Beatty—and think what you want about the British. But you be damn well careful whose ocean you go spitting into!"

The story goes big over here.

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Bringing Up Father — By George McManus

GO AND TALK TO MISS JONES - SHES ONE OF THE SOCIETY LEADERS HERE
DON'T PUSH - WE'RE NOT IN THE SUBWAY
OH! HOW WELL YOU LOOK - MR. JIGGS -
WELL - I WUZ SICK BUT DR. JOINTS SAVED MY LIFE - I SENT FOR HIM AND HE WUZNT IN -
THAT A BEAUTIFUL DRESS YOU HAVE ON -
DO YOU KNOW - THIS LACE COLLAR IS OVER SIXTY YEARS OLD -
HOW LONG DID IT TAKE YOU TO MAKE IT?
SIR!
GEO MCMANUS

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

Did You Ever Consider What A Pullman Porter Thinks?

What the public thinks of the railroad porters is so freely expressed so eloquent, and, generally, so sonorous, that any one who has traveled needs no further information upon the subject. What the porter thinks of the public is not so well known, and is worth knowing—a kind of a tonic to the self-complacent. A Pullman porter who has been on the Twentieth Century Limited for over sixteen years gets a pretty fair grasp of things, both from the Chicago and the New York end. This is the more so as each city has emphatic ideas about the other city, the "Windy City" especially lifting up its voice in fortissimo tones when delivering judgment. The article from which we quote appears in The American Magazine.

The beginning reads like some of the post office reports about letters without stamps or without addresses; of course, we never did anything of that sort. Still, let's listen to the porter:

Do you realise that the most common fault of passengers is their carelessness? Why, no one knows how incredibly and foolishly careless people are on a Pullman. If they conducted their business as they conduct themselves on a Pullman-car I don't know whatever would become of them. Women strip their fingers of valuable diamond rings, or their necks of necklaces, and leave these jewels on the washstand, only to discover their loss houra later. Men leave their stickpins and cuff-buttons around, with never a thought that there may be a thief on board. Women leave their pocketbooks in the dining-car or lying in plain sight on their seats in the car. Men put their wallets and watches underneath their pillows at night for safety—and then forget to remove them the next morning! So when the sheets and pillow-cases are taken from the berth, the valuables go with them unless we porters find them.

Then there is the problem of complaints. I think a Pullman porter is blamed for everything under the sun except this war in Europe. If the car is cold, people shout, "Porter, go get steam," just as if it were within my power to do so. If the car is hot, they shout, "Porter, make thus car cool," as if every bit of possible ventilation were not being used. I like to be warm and cool just as you do, and you can be sure I'm trying my best to fix things for you; but I don't have the heating or the cooling of the car under my control, so what can I do? I inform the conductor of the train, and there my power ends.

If a man has an upper berth—why, that is the porter's fault, too. And the funny part of it all is that every porter I ever knew prefers an upper berth, for two reasons: one is that you get more air, and the other is that an upper berth has a better spring, a better mattress, and is better all around for sleeping than a lower. The only difficulty is the climbing into it; but once you are in you are better off than in a lower. In picking your berth, by the way, get one in the middle of the car: they ride easier than the others.

The writer is convinced that the public would get better service if it were remembered that porters are human beings. As he puts it:

The traveling public as a whole is not deliberately cranky or selfish. I think it is just thoughtlessness. For instance, in a smoking-car a man does not stop to think that the rug he is standing on is an expensive one, and so he thrown lighted matches, cigarettes, and chewing-gum on it. Men put their feet on chairs or against the woodwork, simply because they are thoughtless and careless.

As for tips, don't think that when you give a porter a big one at the end of the journey he changes his opinion about you, for he doesn't. If you haven't been decent to him, no matter how large your tip, you will not get as good treatment from him as another man will who has been courteous and appreciative. I remember a porter telling me that once, when he was carrying a tray of drinks down the length of the car, a man jumped up and opened the door for him, smiling kindly at him at the same time. A few hours later the train smashed into a wreck, and who do you think was the first man the porter went after? It was the man who had opened the door for him.

Eastern people are more liberal than Westerners. On the average, New Yorkers give larger and more tips than Chicagoans. Why that is I do not know, because I know that Chicagoans are very liberal as a rule. One Chicago man clothes me. He travels back and forth like a regular commuter, and about every month or so he looks at me critically, and says, "George, you come down to the house to-night, and I'll give you this suit I'm wearing." I also wear his ties, collars, and hats. The only thing I can't wear is his shoes, a fact I mourn about every time I put down six dollars for a pair of leather boots.

Speaking of tips, the writer tells a story of a wealthy woman who came aboard with three small children. "The moment I saw her I knew she would have milk-bottles to keep on ice. So I got a pail of ice ready. Then I made special arrangements for her to have her meals thirty minutes ahead of the others. When I told her what I had done without being asked, she burst into tears and said: "Porter, I've been worrying myself sick over this journey, but as you're so smart and nice, I'm not going to worry a minute longer."

That piece of thoughtfulness left the porter at the end of the trip looking at twenty-five dollars which came from somewhere.

An amusing yarn is told of a rich man who traveled between Boston and New York weekly and smoked a certain cigar which cost twenty-five cents. When the war came, the porter showed him another which was only twenty cents, almost as good, and those were saving times. The man looked at it, took it, and told the porter to keep the nickel. It took five years to separate that fellow from a nickel! The porter continues:

While I'm on the subject of tips, it may be of interest to know that they picked up fine at the beginning of the war in Europe because a lot of people were making money fast. But since we got into it ourselves they have dropped way down to the bottom. Men who used to give a half dollar now give a quarter, explaining that we all have to save nowadays.

One might think that a rich man was the best tipper, but he isn't. It is the newly rich or the middle class that gives us the tips. The rich man is always surrounded by servants and attention, and so he does not consider what we do for him as being out of the ordinary at all. He is just used to it, whereas the middle-class man or the newly rich is not used to it, and so is grateful for our services.

The writer has his opinions, too, about the public men he carried. He sees them from a new standpoint:

In my work I meet, of course, some of the most prominent and best known men of the day. I have carried Roosevelt, Taft, Hughes, Harriman, and many others, but the man I think I like the best is Mr. J. Ogden Armour. I like him just because he is quiet and reserved and yet very kindly. He never has much to say; but when he wants anything he asks for it in a courteous tone that makes you want to please him. You can see how long I have been in the service by the fact that I carried J. Ogden as a youth, and have known and liked him these many years.

No one could help liking Mr. Roosevelt, of course. He was a great one for picking up information; and at election time he would always say to me, "Well, George, do I win or lose this year?" And I picked him every time. If I could pick horses as well as that, I'd have retired with a fortune long ago.

All the porters liked Roosevelt because he was so democratic. Some people thought it a pose on his part, but my friend of the Merchants' Limited was telling me the other day about when Roosevelt was only police commissioner in New York, some twenty years ago.

In those days they had buffet-cars, and it sometimes took an hour and a half to get your lunch. But Roosevelt didn't complain. He'd say, "Feed the others, Gene, they're hungrier than I am. When they're through you can take care of me." It was little things like that that made Roosevelt so popular.

On the whole, most big men are easy to handle. They stay in their compartments most of the time, reading or talking, and they don't bother a porter very much.

Many people seem to think that women are more unreasonable than men and harder to handle. That is not so. If I took a hundred men and a hundred women I'd have more trouble with the men than with the women. You see, a great majority of the women who travel nowadays are business women. They are used to traveling, and for some reason or other they do not complain of things as much as the men.

I have seen women do some mighty fine things on trains, also. There is nothing that can destroy the peace of a quiet Pullman-car more than a crying baby. So the minute I see a child, I get out the stock of rattles, toys, and other things I carry just for that purpose. One day, a woman got aboard with a child that cried from the minute the train started. The men in the car were furious and so were many of the women and, try as hard as we could, we could not keep that child still. The mother was young and nervous, and the child just yelled and yelled.

Finally, to my great surprise, up swept a wonderfully dressed woman of about forty, whom you would never suspect of knowing much about children, and in a sweet voice she said to the mother:

"You are just exhausted, I know. Give me the child and try to get some rest. I am sure I can quiet your baby."

And may I lose my run from New York to Chicago if she didn't just take that kid and croon and croon and croon over it until at last the child fell asleep in her arms. Every one in the train who had been watching her gave her a vote of thanks.

Farewells are often pathetic, but the writer proves they can be pathetic on occasion:

One day I was watching an old lady say good-by to her daughter. We see any pathetic farewells, you know; but this one was so sad it almost brought tears to my eyes. When the train started I said to the old lady, "You must be going a long distance, madam. It does feel like a wrench, doesn't it?" The old lady nodded her head and sobbed out, "Yes, it is. I'm going to Knoxville to stay two weeks."

Knoxville was thirty miles up the road.

I think one of the first questions that is always asked a Pullman porter is, "Have you ever been in wrecks?" I have been in several; but the most interesting was the one in which three trains got jammed up together just outside of Cleveland a few years ago.

That was a most peculiar wreck in many ways: two trains had collided on an outside track, and the force of the collision jammed one train on to the track on which the Twentieth Century Limited was speeding. About twenty seconds later, much too soon for any signals to be set against us, along we came and plowed through this wreck, killing a lot of people, but not killing any one on our own train.

This was about two o'clock in the morning and I was dozing in my chair, when all of a sudden I turned a complete somersault and landed on my head. The first thing I always think of in a wreck is to get out and see what's happened, and so I got out, together with all the others on the train. That is, I thought all the others were out until an hour later, when, I went back and saw a rather stout man, still in his pajamas, sitting on the edge of his berth, smoking a cigar! He looked up at me sleepily, and in a peeved tone, said:

"Say, George, what the dickens has been going on here, anyway? We've been in a wreck, haven't we?"

And this, mind you, an hour after it had happened!

Men certainly are powerful sleepers. I was in another wreck once where my train smashed up another train, but did not receive much injury itself, and a man in a berth slept through the entire thing and never knew we had been in a wreck until seven o'clock the next morning.

In conclusion, the porter gives an opinion which is worth while remembering by the public:

It has always seemed to me that the man who gets the best service in a Pullman-car is the one who retains his dignity, yet is courteous, helpful, and friendly. Such a man always comes into the car quietly, waits his turn to be taken care of, makes known his wants in a quiet, reserved voice, and is almost always appreciative if whatever is done for him. It is a joy to take care of him, and I tell you frankly that I would rather care for such a man and get a much smaller tip than to wait on any other kind of man from whom I might expect a large tip.

Little Bobbie's Pa

By William F. Kirk

Our teecher was telling us yesterday about Anshunt Greace. She sed it was as noable as Ameriky or France or Italy or England, & about 20 times noabler than what Germany evver was. She sed we shud always luv the Greace of today on account of the Greace of yesterday, & she asked us all to rite a essay about the Greace of Yesterday. So I asked Pa.

The Greace of Yesterday wud malk a good subjeck for a essay, sed Pa. We will start rite off with a little jingel, sed Pa. Thus, sed Pa,

In these here days of glorus Peace
We ought to think of Anshunt Greace.
There is a heap of glory to it
If modern cusses only knew it.

That is very frivulus, sed Ma, that is no way for Bobbie to start a essay wich he is going for to talk to skool, sed Ma. His teecher wud nevver like it in the wurld.

I guess his teecher wud like anything wich I rote, sed Pa. The gurls moastly like potery.

Bobbie's teecher isent a gurl, sed Ma, & that isent potery.

Bobbie, sed Pa, I feer yure mother is gitting jellus of her dashing Lord & Master, sed Pa. Who wud have thot it, sed Pa, who wud have dreemed that I still rectained enuff of my old charm to malk yure mother jellus! Well, well, wuddent that jar you? sed Pa.

You are gitting a longway from the land of Greace, sed Ma, wnre Sappho lowed & sung, sed Ma. Tell Bobbie sum reel facks about that grate land, Ma sed, how thay held like steel aggenst the Tyrants of that thare time, sed Ma.

I am a littel rusty about them days, sed Pa. Suppoas you help Bobbie with the rest of his essay. He has a grand start, with that swell potery, sed Pa.

Well, Bobbie, sed Ma, thare is a grate deel I cud tell you about anshunt Greace, but I guess the best thing you can do is to menshun sum of the grate Greeks of that time. Cicero was one, sed Ma. He was a grate skulptor or sumthing like that.

Yes, sed Pa, sumthing like that. & Kid Broad was another great Greek, sed Pa. Him & Cicera was jest like that, in all kinds of wether. Thay was grate pals, sed Pa. Thay was vary thick & Kid Broad was thicker than Cicero, sed Pa.

You think you are a smart old duffer with that second hand comedy, doant you, sed Ma. Sumtimes I lose all patience with you.

Sumtimes you find it aggenn, sed Pa wen you see the sunshine of my smile. Tell Bobbie sum moar about them Itulyun Greeks, sed Pa.

& then Ma looked at Pa so hard that Pa beegan to whissle & went in the Llbary & got a bok to reed & Ma helped me finnish my essay.

Red-Tapeism

A young detective was enthusiastic but inexperienced. Rushing into his chief's office in great excitement, he cried. "I've found the murderer! I've got him cornered so that he can't escape!" The chief regarded him with withering scorn. "Allow me," he said, "to draw your attention to the fact that at present we are looking, not for the murderer, but for clues?"

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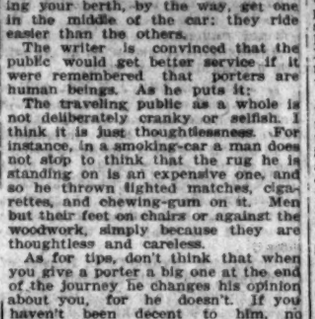

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Vanguard Of 27th Division Back Home From France

Liked Three Things, British Who Fought With Them, Elsie Janis, Who Cheered Them, And Robert Bacon

New York, February 20.—The first detachment of the 27th Division, consisting of nineteen offices of the Headquarters Staff, arrived late yesterday afternoon from Havre on the French liner Touraine under the command of Lieut.-Col. J. Leslie Kincaid, who will open an office today at the Hotel Biltmore or the 7th Regiment Armory to make arrangements for the reception and parade of the famous New York division when it arrives next month.

The officers were a fine lot of men, all tall and well built, erect in bearing, with bronzed weather tanned clean shaven faces. One or more decorations for bravery were displayed on the smart olive drab uniform coats of each one. Colonel Kincaid said that he had left the division at Montfort, about 200 miles from Brest, near Le Mans, in the best of health and spirits, and all looking forward to seeing New York very soon.

"General O'Ryan was very pleased with what the regiment had done," he said, "and proud of the decorations that had been awarded to the officers and men for bravery in the field. The reason we came in advance was that the General was offered nineteen berths on the Touraine by the Transport Department in France, and he accepted at once, as it enabled him to get some of his officers over ahead of the division to fix things up."

"Were the casualties in the 27th Division very heavy?" he was asked.

"I cannot give out any figures regarding the casualties, replied Lt.-Col. Kincaid, "because General O'Ryan instructed all the officers with me not to say anything on that subject on account of the different versions that have been given out at Washington and elsewhere.

Consualties Commensurate

"You can say that the casualties of the 27th Division were commensurate with what it has accomplished in the war. We were fighting all the time with the British and Australians and had the 30th Division on our right flank. I do not think the people in America know what England has sacrificed and done in this war. We were treated splendidly by them. Their artillery protected our advances with effective barrages, combined with the Australian artillery and the Royal Air Force, who looked after us overhead with airplanes and dirigibles, was equally efficient.

"I can give you just one incident of what the English did in the war, and how their soldiers died doing their duty. At Remy siding clearing station for the wounded, which is about 12,000 yards back from Mount Kemmel, there is a small cemetery where the soldiers who have actually died in the hospital are buried. Two hundred of the gallant boys of the 27th Division lie there, and 16,000 British soldiers beside them. This does not include those who were killed on the battlefields on every side, or who died in the ambulances on the way to the hospital.

"The 27th Division as a whole liked three things in France—the British, Robert Bacon, who was liaison between our division and British Headquarters, and Elsie Janis. That plucky little woman went right along back of the front lines to entertain the American soldiers, and did a lot for them individually. The 27th Division officers and men will never forget her for it."

In speaking also about the treatment of the wounded and the evacuating of them from the battlefield the Lieutenant Colonel added that the British Army Medical Corps, which included a number of American doctors and surgeons, had developed a very fine system. Almost immediately a soldier fell he was picked up and carried on a stretcher to a light ambulance on high wheels, which conveyed him to the hospital back of the firing lines, and from there the patient was rushed so quickly to the base hospitals that he often found himself in London or Paris when he woke up.

Attacked Hindenburg Line

Lieut.-Col. Kincaid was known in the 27th Division as the "Fighting Judge Advocate" because he gave up his legal practice to volunteer to lead a battalion where the fighting was hardest. On Sept. 27 he led a battalion of the 106th Infantry in the initial attack on the Hindenburg Line, midway between St. Quentin and Cambrai, and because of his gallantry he was awarded the Distingished Service Order, the highest order given to foreign officers for valor by the British Empire.

His home is in Syracuse, but he will remain in New York until after the parade of the 27th Division takes place.

The other eighteen officers who accompanied Lieut.-Col. Kincaid were Lieut.-Col. William T. Starr, New York City; Major William E. Lane, Jr., Peekskill, N.Y.; Major Charles A. MacArthur, Troy, N. Y.; Captain Jerome F. Langer, Brooklyn; Captain George B. Gibbons, Rye, N. Y.; Captain James S. Wadsworth, Genesco, N. Y.; Captain James B. Motley, Washington, D. C.; Chaplain Francis E. Kelley, Cohoes, N. Y.; First Lieutenant Fielding V. Jackson, Stephenson, Md.; Major Lucius A. Salisbury, Garrison, N. Y.; Captain John Herman, Fort Logan, Col.; Captain George H. Storm, New York City; Captain Edward H. Kent, Augusta, Ga.; Captain Chester P. Jones, Brooklyn, N. Y.; First Lieutant Theodore Crane, New York City; First Lieutenant Edward M. McCabe, Syracuse; First Lieutenant Edward T. Beamish, Brooklyn; First Lieutenant Eugene L. Mellaney, Richmond Hill, L. I., and Major Tristram Tupper, the Division Adjutant.

In his official account of the actions of the 27th Division Major Tupper described the developments as follows:

"The 27th Division left for France on May 18, 1918, and the engagement of Vierstaat Ridge in Flanders was the first action of the 27th Division. The purpose was to occupy this ridge and Mt. Kemmel, from which the enemy was believed to be retiring. Prior to this the 27th Division held a line in support of the British in front of Mt. Kemmel, since the 9th of July, it being believed at that time that the group of armies under Prince Rupprecht of Bavaria intended making a drive toward the coast.

All Objectives Taken

"Later the word came that the enemy was withdrawing his main forces to Wyschaete Ridge, but was leaving machine-gun nests told to hold the evacuated ground as long as possible and was keeping the entire terraine covered with artillery fire. The troops of the 27th Division participating in this engagement were the 105th, 106th, and 108th Infantry regiments, and the 105th Machine Gun Battalion. These units met with strong resistance, including counter-attacks by enemy infantry. All objectives were taken by the New Yorkers and an advance made of about 2,000 yards from their old front line trenches. This placed the troops of the 27th Division on the eastern slope of Wyschaete Ridge.

"After the capture of Vierstaat Ridge, Rossignol Wood, Petite Bois, and Plateau Farm, the division was withdrawn from the line in Flanders and placed in front of the Hindenburg Line, midway between Cambrai and St. Quentin. The next battle of the division was on Sept. 27, with the Knoll-Guillemont Farm and Quennemont Farm as objectives. This operation was a planned attack with tanks, artillery, and machine-gun barrage to capture strong advance line of the Hindenburg system.

"In Flanders the New York Division had fought against the 236th, 8th, and 52d Infantry Divisions. It was now confronted by the 5th, 54th, 121st, and 185th Infantry Division as well as the 75th Rifle and 2nd Guard Divisions. Also in front of it were the defensives upon which the German Empire implicitly relied after four years of incessant labor to make the line impregnable.

"The situation on the 26th of September was such that the front line of the 27th Division's sector lay between 900 and 1,100 yards behind the front lines of the 30th Division, which held the sector on our right. The operation of the 27th was planned to straighten out the front line in our sector. The 169th Infantry Regiment was assigned to make the attack with all three battalions in line, with the 105th and 106th Machine Gun Battalions furnishing a machine gun barrage, in addition to the rolling barrage by field and heavy artillery. Mopping up parties were designated to follow the advance.

"Shortly our barrage brought forth a terrific retaliating fire from the enemy. The New Yorkers met stubborn resistance along the entire line, and they had to fight every yard of the way. In spite of this, however, the Knoll-Guillemont Farm and Quennemont Farm were taken. Enfilading fire from the left made the position on the Knoll a veritable hell. The enemy counter-attacked and fought desperately in an attempt to recapture the height. At 4 o'clock in the afternoon word was received that the Americans had been forced to withdraw.

Quickly Reorganise Line

"The New Yorkers quickly reorganised their line, however, and at 5 p.m. had regained possession of the knoll, in one of the bloodiest engagements in the war. Heavy fighting continued throughout the entire day in and about Guillemont Farm and Quennemont Farm, where isolated pockets of enemy machine-gun nests fired into our lines from all sides, many of the enemy coming up in the rear of our troops through underground passages.

"During this preliminary engagement three officers and 259 Germans of other ranks were captured. A reconnaissance of the battleground made after the fight showed that a large number of enemy dead were in the trenches, which was eloquent of the sanguinary character of the fighting. The number of the German dead near the knoll was enormous.

"The attack against the main defenses of the Hindenburg Line took place on Sept. 29. On that day nine German officers and 523 of other ranks were captured. The heaviest barrage of the war was laid down at 5:50 in the morning, just before dawn. The fighting continued from that hour until Oct. 1 without cessation, at the end of which time, according to experts who had examined all battlefields during the four years of war, there were more enemy dead in the wake of the 27the Division than had ever been seen behind any division of the Allied armies. Also it was stated that every man of the 27th Division killed in this battle fell with his face to the enemy.

Bravery Indescribable

General O'Ryan's men performed feats of bravery that were indescribable. They conquered innumerable machine-gun nests, walked over what was considered to be impenetrable forests of barbed wire and captured trenches and pill boxes built of concrete and steel and believed to be impregnable.

"The New York Division, at the very point of the wedge, broke the Hindenburg Line together with the 30th American Division at its strongest point. At times the division was making both frontal attack and warding off counter-attacks of the enemy, hammering at the division's left flank, where the British were unable to come up. The battle tactics and strategy of General John F. O'Ryan during this battle, perhaps the most important in the war, were marvels of ingenuity, determination and military foresight and knowledge, which resulted in overcoming staggering odds and in accomplishing a result which had been attempted on five previous occasions by other divisions without success. Opposite the 27th Division during this battle were the following enemy divisions, 2nd Guard, 232nd Infantry, 54th Infantry, 185th Infantry, 121st Infantry and 75th Infantry.

Again Sent Into Line

"Ten days later the 27th Division was again moving into the line, having sideslipped to the south. Its next big battle was on the 17th of October, when, again at the point of the wedge, the New York division went into and captured the town of St. Souplet, forged the La Selle River, and forged on beyond a high railroad embankment, taking on this one day 1,400 prisoners, aside from an almost unbelievable number of machine-guns, a railroad train, consisting of an engine and fourteen coaches, and a large amount of other material.

"The battle, fought in the mist of the early morning, had been preceded on the 14th of October by a daylight raid, and prior and subsequent to that time by small raids and patrols, which under the direction of General O'Ryan crushed the spirit of the enemy. On this battlefield, as on former battlefields, the division commander impressed his will on the enemy so completely that the victory was unqualified. In front of the 27th Division on this occasion were the 204th Infantry Division, the 243rd Infantry Division, the 3rd Naval Division, the 24th Infantry Division, and the 15th Rifle Division.

"The battle of Jonc de Mer Ridge was fought on the following day. It was also a prepared attack and resulted in taking a large number of prisoners, machine-guns and other material and an advance of several kilometers and the 27th Divisions, which took all objectives in the face of terrific opposition.

Always At Point Of Wedge

"It is a notable feature of the fighting of the New York division that and the 30th American Division, forming the Second American Corps, were always at the point of the wedge which was being driven into the enemy strongholds. The 27th Division throughout the war, was used as shock troops, and was hurled against the line where the enemy and his fieldfortifications were the strongest. These two divisions took 6,000 prisoners, one-eighth of all the prisoners taken by the American Expeditionary Forces in France.

"Aside from the battles above mentioned the New York Division made a number of raids, occupied the Eastern Poperinghe line in Belgium from July 9 to August 20, and the Dickebusch sector from the 31st to the 30th of August. The Division was under some sort of enemy fire almost from the first day it landed in France until it was taken out of the line in late October. It is a feature of this Division's fighting that no replacements were received by it of any consequence until after all of its fighting had been done."

One of the most popular members of the 27th Division was Father Francis A. Kelley, and looking at this stalwart six-footer it was easy to imagine why General O'Ryan had dubbed him "The Fighting Chaplain of the 27th." He had the Distinguished Service Cross which was awarded to him by General Pershing on parade before the entire division at Montfort, France. Father Kelley was cited three times by the British, twice by the Australians, and twice by the American Army Corps commanders in general orders.

He said that his young brother, Corporal George A. Kelley, attached to the headquarters of the 27th Division was attacked with influenza at the battle of St. Souplet and died on Nov 5 in No. 5 General Hospital at Reuen, France.

Another officer of the 27th Division on the Touraine was Lieut.-Col. William T. Starr, who was a stockbroker in Wall Street before the war and hopes to go back there when he is demobilised. He was head of the intelligence Department and spoke in high terms of the fighting qualities of the men.

Lieutenant Philip Kirby, an intelligence officer who was gassed at Mount Keppel and sent to a British hospital, also returned. Colonel Frederick Buchan, Colonel Kerr I. Riggs, Colonel Robert L. Osborn, representing the 2nd Army Corps Headquarters, also arrived with Colonel Charles T. Collins, representing the Medical Department.

Nearly Entire Party Wounded

Practically all the officers who returned on the Touraine with Lieut.-Col. Kincaid had been wounded in action and decorated by the French, British or American military leaders. Captain James S. Wadsworth, a brother of Craig Wadsworth, was with the 27th Division right through its battles and was promoted to be Captain after the attack on the Hindenburg Line.

There were several American and French aviators on the liner, including Captain Lahoulle, the French ace, who has a record of 11 planes officially, and came over in the place of Captain Rene Fonck to attend the thirteenth annual dinner of the Aero Club last night. Two of the crew of the Touraine died of pneumonia on the voyage, and a purse of 3,000 francs was collected by the passengers for their survivors.

Including the Touraine there were 3,286 troops landed in New York yesterday. The other vessels were the White Star liner Canopic and the Royal Mail liner Ortega, both from Brest. The chief troops on the Canopic include 34 officers and 1,201 men of the 12th Infantry of the 41st Division, commanded by Colonel John L. May, who are going to Camp Upton. They hail mostly from Oregon and have been in France since September, 1917, and used as a replacement regiment for the 41st Division.

Their casualties numbered over 600 and during the training period they handled 43,000 men. Many of the officers returning on the Canopic had been wounded or gassed in action and wore decorations for valor.

Ensign R. R. Foster, U.S.N., of New Orleans, who served on the same ship with First Lieutenant Vincent Astor, said that the New York millionaire was one of the most popular on board and earned his promotion by hard work and doing his duty at all times. There were also a number of American airmen who had distinguished themselves at the front and won decorations.

Lieutenant Frank O. D. Hunter of Savannah, Ga., and attached to the Third Pursuit Group of the 103rd Aero Squadron, which is the old Lafayette Escadrille, also came. He has eight official planes to his credit and is decorated with the D. S. C. with four oak leaves and the Croix de Guerre with a palm.

The Ortega, which had 1,230 officers and men, had a rough trip across and there was a slight epidemic of influenza on board which resulted in one death. One of the passengers was Walter Soundy of San Salvador, who had been in a German prison camp for more than four years.

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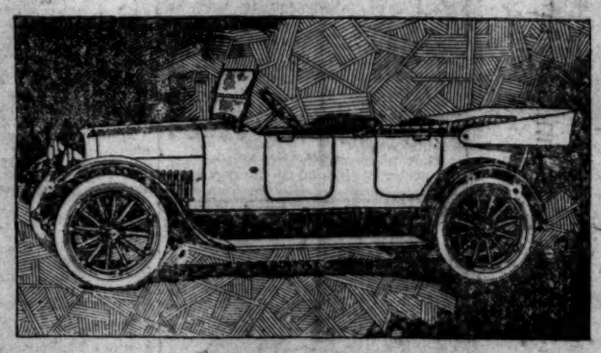

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General LU YUNG HSIANG,
Director of the Repatriation Office.

Admiral TSAI TING KAN,
Co-Director of the Repatriation Office.

21780

The International Recreation Club

KIANGWAN RACES

50th MEETING
5th April, 1919.
(Saturday)

1st Saddling Bell at 1.30 p.m. Sharp

ENTRIES close on Saturday, 29th March, 1919, at 7 p.m. at the Club House, 126 Bubbling Well Road.

ENTRY FORMS may be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

21777

The New Amherst Rubber Estate, Ltd.

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Second Annual General Meeting of Shareholders, adjourned from Friday, 28th February, 1919, will be held at 13 Nanking Road, Shanghai, on Friday, the 28th March, 1919, at 4.00 p.m.

The Transfer Books of the Company will be closed from the 21st March to 28th March, 1919, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.

Shanghai, 15th March, 1919.

21637

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual Meeting of Shareholders will be held in the Meeting Room of The Yangtsze Insurance Building, No. 26 The Bund, on Thursday, the 27th March, 1919, at 4 p.m. The Transfer Books of the Company will be closed from the 20th to the 27th March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 22nd February, 1919.

21358.

"A GIFT OF NATURE"

Dr. Charles A. Mercier, the distinguished London specialist, said:—"Why do people take alcohol? The reason is different in different people; and while I admit and declare that in some people, and for some quantities of alcohol, the reason is a bad reason, I contend that in other people, and for other quantities, the reason is a good and valid reason, and that in these cases alcohol is a gift of Nature that should not lightly be rejected."

ELEPHANT HEAD
OLD TOM GIN

GARNER, QUELCH & CO.
Sole Agents

BANK NOTES

ISSUED BY THE
Deutsch-Asiatische Bank, Shanghai

In accordance with instructions received from the CENTRAL BUREAU OF LIQUIDATION OF THE DEUTSCH-ASIATISCHE BANK, all bank notes either in Dollars or Taels issued by the SHANGHAI BRANCH of the above Bank must be presented for payment to the undersigned on or before the 15th April, 1919. After this date they will be considered null and void. Notes issued by other Branches must be presented for payment direct to the respective branch.

Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.

A. G. STEPHEN,
Liquidator.

By his Attorney,
A. D. BRENT,

21655

THE SHANGHAI-SUMATRA TOBACCO CO., LTD.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Seventeenth Annual Meeting of Shareholders will be held at the Office of the undersigned (No. 1. The Bund) on Monday, the 31st March, 1919, at 4.00 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, for the year ended 31st October, 1918.

The Transfer Books of the Company will be closed from the 24th to the 31st March, 1919, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 14th March, 1919.

21654

IMPORTANT NOTICE to ENEMY SUBJECTS

In addition to those holding total Exemption Certificate the following will be exempted from this transport:

1. Wives of Prisoners of War and their children with the exception of male children of over **20 years of age**, whose case will be specially considered.
2. Widows and their children, with the exception **of male children of over 20 years of age**, whose case will be specially considered.

Those who are now certified by the Repatriation Office doctors **as unfit to travel at the time of the** vessel's departure and their families need not go to the Embarkation Depot for the present; **an endorsement to that effect** will be made on their Exemption Certificate if they call at the Repatriation Office, 121 **Bubbling Well Road without delay.**

All others even if holding Temporary Exemption Certificate or certified by the Repatriation office doctors **as sick but fit to travel** must proceed on the days notified to the Embarkation Depot where they will be attended to by the doctors of the Repatriation office pending embarkation.

March 22, 1919.

General LU YUNG HSIANG,
Director of the Repatriation Office.

Admiral TSAI TIN KAN,
Co-Director of the Repatriation Office.

21764

EDEN HOSPITAL

Dept. of Venerial Diseases
P372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform

DR. JAMES YUKING, Supt.

FOR

METALS, HARDWARE & SUNDRIES

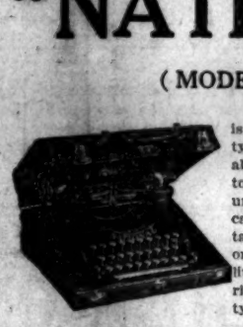
PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI

THE "NATIONAL"

(MODEL No. 3)



is a portable typewriter of standard type-bar construction with rigid durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; has every essential advantage of the big typewriters, yet stands only 6¾ inches high and weighs a little over 9 lbs. complete. Two colour ribbon, back-spacer, easy removal of type-bars, etc.

Complete with Leatherette Carrying Case

ONLY MEX. $75

THE OFFICE APPLIANCE CO.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 4 Canton Road, Shanghai — Machhouck

NOTICE

ARTHUR G. BERZIN, M.D.
Physician and Surgeon.
Office hours: 11 a.m. to 1 p.m.
5 p.m. to 6 p.m.
English, French, Italian and Spanish spoken.
45 Boone Road
(corner Quinsan Garden)

21734

NOTICE

THE undersigned hereby give notice:—

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 9, 1919, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1918, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 19, 1919.

D. SIFFERT,
Consul-General for Belgium.
T. RAASCHOU,
Consul-General for Denmark.
A. ARIYOSHI,
Consul-General for Japan.
E. D. H. FRASER,
Consul-General for Great Britain.
V. GROSSE,
Consul-General for Russia.
J. E. HULTMAN,
Consul-General for Sweden.
THOMAS SAMMONS,
Consul-General for the United States of America.
J. H. DE REUS,
Consul-General for the Netherlands.
G. DE ROSSI,
Consul-General for Italy.
JORGE R. D'OLIVEIRA,
Consul-General for Portugal.
JORGE R. D'OLIVEIRA,
In charge of Cuban Consulate.
H. A. WILDEN,
Acting Consul-General for France.
T. KNUDTZON,
Acting Consul-General for Norway.
HUGO REISS,
Consul for Brazil.
JULIO PALENCIA,
Consul for Spain.

21696

HOUSES TO LET

TO LET, 170C Bubbling Well Road, Tls. 90 per month. 34 Seymour Road, Tls. 125 per month. 21 North Honan Road, Tls. 50 per month. China Realty Co., Ltd.

21701

TO LET, 450-E Avenue Joffre, six-roomed residence, all modern improvements. Rent Tls. 60. Apply on premises.

21614

TO LET, 111 Avenue Road; six-roomed, detached corner residence, tennis lawn, garage, stabling, immediate occupation. Apply premises.

21604

TO LET, excellent eight-roomed residence, with garage and tennis court, on Yates Road, from April 1st. Rent Tls. 140. For further particulars and permission to inspect, Phone, Central 3234.

21506

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises.

21416

OFFICES, ETC., TO LET

NO. 17 Museum Road, large set of ground-floor offices. Rent Tls. 130 per month. Apply to 10 Yangtszepoo Road. Telephone East 24.

21789 A.1.

OFFICES to let, new building, 14 Canton Road, on ground, first and second floors, from April 1st; divided to suit tenants. Apply premises.

21507

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.

21439

Business and Official Notices are Continued on Page 16

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET, with board, large comfortable newly-furnished room, with verandah and private bathroom attached. All modern comforts, telephone, tennis, garage and stabling. Apply to Box 254, THE CHINA PRESS.

TO LET, unfurnished flat of two rooms, kitchen and bathroom, in the vicinity of Quinsan Road. Apply to Box 381, THE CHINA PRESS.

21737 M.28.

TO LET, furnished or unfurnished flat of two rooms, or could be let singly. Wayside. Apply to Box 388, THE CHINA PRESS.

21800 M.28.

FLAT to let, furnished; two rooms with bathroom and kitchen, also a flat of four rooms with two bathrooms, hot and cold water, kitchen, electric light and attendance. Moderate rental. Central Building, 18 Nanking Road.

21801 M.26.

TO LET, on Range Road, two furnished rooms. Apply to 41 Range Road.

21786 M. 27.

TO LET, 23 North Szechuen Road, large and small furnished front rooms with bathroom and verandah, hot and cold water and all conveniences. Apply Phone North 2554.

21 [illegible]

TO LET, nice furnished room, Western district with board, terms moderate. Apply to Box 380, THE CHINA PRESS.

21783 M. 26.

TO LET, two-roomed apartment, with housekeeping arrangements, for bachelors or couple. Very high-class. Also one office. Apply 51 Szechuen Road.

21418.

SITUATIONS WANTED

ADVERTISER knows of a capable young Chinese who desires to secure a position as general office assistant or Customs clerk. Has had 8 years' commercial experience. A1 references. Apply to Box 375, THE CHINA PRESS.

21773 M. 27.

SITUATION VACANT

WANTED, by well-established American firm, a high-grade stenographer, (male preferred). Preference given to one having experience in engineering lines. Apply to Box 387, THE CHINA PRESS.

21797 M.30.

WANTED, lady to assist in demonstration of food products. Apply in person between 10 to 12 and 2 to 4, Getz Bros. and Co., 13 Nanking Road.

21798 M.27.

APARTMENTS WANTED

WANTED, furnished room, bathroom attached, from April 1st, by single gentleman. Board optional. Private family preferred. Central. Apply to Box 382, THE CHINA PRESS.

21791 M.27.

WANTED, unfurnished flat of two rooms, bathroom, kitchen and servants' quarters, or small four-roomed house, at moderate rental, in the vicinity of Quinsan or Range Roads. for bachelor with no encumbrances. Please apply to Box 384, THE CHINA PRESS.

21793 A.1.

GENTLEMAN (American) desires room, or room and board. Please state terms and nationality. Apply to Box 351, THE CHINA PRESS.

21715 M. 26

HOUSES TO LET

TO LET for eighteen months, in Yangtszepoo, a furnished house of six rooms, with bathrooms, dressing rooms and verandahs, facing south, very cool, quiet neighborhood, inexpensive rent. Apply to Box 383, THE CHINA PRESS.

21790

TO LET, from 1st June, a nicely furnished house in French Concession, with garage and tennis court. Apply to Box 379, THE CHINA PRESS.

21782

MOKANSHAN house to let, or for sale. Rental for season, $160. Discount to missionaries. J. W. Crofoot, Pont Ste. Catherine, Shanghai.

21756

HOUSES TO LET, No. 45 Bubbling Well Road, large seven-roomed detached house, Tls. 100 per month. 46 Bubbling Well Road, six-roomed house with attics, Tls. 115. 113 Avenue Road, six-roomed house with closed verandahs, garden and stabling, Tls. 90. 123, Avenue Road, eight-roomed, attics, closed verandahs, garage, etc., Tls. 135. Apply to 10 Yangtsepoo Road, Telephone East 24.

21742 M.28.

EDUCATIONAL

RUSSIAN language taught by quick and easy method. Apply to Box 373, THE CHINA PRESS.

21769 M.28.

WANTED, experienced teacher of physical culture, for girl of 14. Apply to Box 368, THE CHINA PRESS.

21749 M.26.

Exchange and Mart

WANTED to buy, a small house or bungalow, French-town. State lowest terms to Box 386, THE CHINA PRESS.

21795 M.27.

HOUSE to let or sale, Honan Road Extension, four rooms, and nine small. Also Oliver typewriter for sale. Apply to Box 385, THE CHINA PRESS.

21794 M.27.

FOR SALE as a running concern, an excellently furnished boarding house, with all conveniences, in Bubbling Well district, vicinity Race Course. Apply to Box 376, THE CHINA PRESS.

21775 M. 30.

FOR SALE, a periodical published in Shanghai, and circulating widely throughout China. Excellent bargain for a person or syndicate able to secure advertising patronage. Apply to Box 372, THE CHINA PRESS.

21767 M. 26.

WANTED, a pure-bred pointer dog or bitch, from 5-6 months old. Apply, stating price, to Box No. 378, THE CHINA PRESS.

21781 M. 27.

FOR SALE, a thoroughbred shepherd bitch, five months old, $40, including kennel. Apply to Box 374, THE CHINA PRESS.

21772 M. 26.

MOTOR-CYCLE and side-car for sale. Indian, big-twin, three speed; second-hand, but in good condition. Ask to see Junkin's Indian, at Star Garage, 125 Bubbling Well Road.

21771 M. 28.

FOR SALE. Two motor-cycle side-cars, both new. Call at 351a East Yalu Road, Hoasun Iron Works.

21761 M.26.

FOR SALE, a trained police dog, bitch, two years old. Apply Room 108, Astor House Hotel, Shanghai.

21748 M.29.

FOR SALE, very cheap investment property, Tls. 14,000 cash, balance can remain on mortgage, rent Tls. 8,000 per annum. Ten foreign residences, three years old, in French town. All modern improvements. Full price, Tls. 20,000 less than can be produced for now. For further particulars, address to Box 222, THE CHINA PRESS.

21436

SENATE MAKES PLANS FOR NATIONAL FIGHT ON BOLSHEVISM IN THE U.S.

Sweeping Investigation To Bare 'Red' Activity Ordered In America

GROWING PERIL IS SHOWN

Institutions Of Liberty Are Seriously Menaced By Malcontents, Speakers Warn

Washington, February 4.—The Senate has determined upon an investigation of the alleged development of Bolshevism in the United States, and the sub-committee of the Judiciary Committee, to which had been delegated the survey of the activities of the propagandists of Germanism, at once will deflect its course of study to looking into the Soviets' movements in the United States.

All this has been precipitated by the meeting of Bolsheviki and Bolshevik sympathisers held in a local theater last Sunday, and at which the Constitution of the United States and the laws of the republic were denounced in just such scathing fashion as is employed by the delegates of the Workmen's and Soldiers' Councils of Russia in condemning Teardom. The Senators are impressed that the tendency toward dethronement of all organised government, which the Bolsheviki proclaim to the world as the only sure road to universal liberty, if not combatted means trouble for the United States.

First Hand Scrut'ny Urged

With the view of seeking the antidote they have decided to give the American Bolshevists a close first hand scrutiny. They will summon them to the committee room and ask them some questions and if the answers are not to the liking of the committee—and the committee has no idea that they will be—legislation looking to the restraint of the propagandists of anarchy will be the immediate result. The first aim of the investigation will be to try to find out where financial support for the movement comes from.

The committee will have the authority of the Senate for this investigation. It was carried in the following resolution introduced today by Senator Walsh (Mon.), which was immediately adopted by the Senate:

Resolved that the authority of the Committee on Judiciary conferred by Senate resolution No. 307 be and hereby is extended so as to include the power and duty to inquire concerning any efforts being made to propagate in the country the principles of any party exercising or claiming to exercise and authority in Russia, whether such efforts originate in this country or are incited or financed from abroad and further to inquire into any effort to incite the overthrow of the Government in this country or all government by force, or by the destruction of life or property or the general cessation of industry.

'Red' Resolution Probed

Senator Poindexter (Wash.) also introduced a resolution to inquire into the Sunday meeting at Poli's Theater in Washington and another meeting held last evening in the Masonic Temple at which the demolishment of the American Constitution was demanded by the "Reds."

Speaking to the resolution itself in the Senate today Senator Borah (Idaho) said:

"There is no possible reason for appealing to violence or disorder in this country. We have fortunately under our system of government the method pointed out by which changes can be brought about in an orderly and lawful way. The ballot is in the hands of the people and there is no occasion under any circumstances or conditions for an appeal to lawlessness, an appeal to the spirit of disorder, whatever the object or the motive or the purposes may be or the ultimate aims to be accomplished. We believe in this country in an orderly, manly, regulated liberty, and it is this which distinguishes the American people from all other republicans heretofore attempted."

Senator Overman (N. C.), chairman of the investigating committee called Senator Borah's attention to a bill which is in Congress to repeal the espionage law. Senator Overman said that other laws must be placed on the statute books if Bolshevik propaganda is to be stopped, should the espionage act be repealed.

Senator Borah replied that he did not regard the espionage act as effective. "There are offenses," he said, "which should be defined and the violation of such a law should be punished, but arbitrary power has been from the beginning of time until now the source of violence and disorder.

Borah For Americanism

"I am opposed to Bolshevism whether it is in tatters and rags or whether it is clothed in broadcloth. It is wholly immaterial to me from what source the attack comes upon the American republic. These men may be hammering and battering away with a pick axe and dynamite at one pillar of the republic while other men in more powerful places are battering and hammering away at other pillars of the republic. I think one of the best ways to meet this question and meet it very early is to begin to preach again and over and over Americanism from every rostrum in the United States and increase and augment that great body of national affection which binds the people to their Government.

"The Soviet Government has its enthusiasts throughout the land and throughout the world, but in this hour is preaching Americanism and the great fundamental principles of Americanism in this country. They held a meeting at the Poli's Theater. The League to Enforce Peace will begin its campaign in Boston on February 6, and if they succeed they will ultimately land us precisely where the Bolshevists land us, and that is under the control of internationalism. They would tear down the fundamental principles of this Republic just as successfully in the end and just as efficiently as the men who met at the Poli's Theater.

"When you transfer the sovereign power of this Government to some super-natural tribunal which will be controlled by those who are not responsible to the American people and thereby internationalise this Government you arrive at the same ultimate goal that Trotsky and Lenin are going to arrive at if they are permitted to.

"What we need in this country is the fostering and strengthening of the national spirit. It is the rebaptism of the national ideals, a reconsecration to the purposes for which we organised this Republic. Preach the doctrine of the fathers for a while and see how the American people like it. Come home and take care of our own institutions, strengthen them in the hearts and minds of the American people. When this League to Enforce Peace goes across the country it will not tell you anything about the beauty of the American Republic. It will say that the time has arrived when we must transfer our capacity to take care of ourselves to a tribunal over which we have no control. What is the difference between that ultimate object to be obtained and the one for which Mr. Trotsky is contending?"

Internationalism Opposed

"I ask the Senator if it is not a fact that every Socialist and anarchist from the days of Karl Marx has been an internationalist?" interrupted Senator Kellogg (Minn.).

"Yes, and every man who advocates a league to enforce peace is an internationalist," replied Senator Borah. "That is where it leads. You might just as well say 'I will stop midway after I start over Niagara Falls' as to say that I will take a piece of this internationalism and stop at a certain point.

"Let me get back to the religion of our fathers. If you would destroy Bolshevism and anarchy and I. W. W.'ism let us, when this Congress adjourns March 4, every man in this chamber volunteer to go to the rostrum and speak Americanism from every quarter of this nation and have a revival of faith in our republican institutions."

Senator Borah's skilful shifting of the subject from Bolshevism to internationalism of the more "scientific" sort brought Chairman Hitchcock (Neb.) of the Foreign Relations Committee to his feet to defend the sort of internationalism which the League of Nations proposed by President Wilson seemingly involves. "We are slow in realising the fact that the Old World is dead and that we are in the very midst of the scenes accompanying the birth of a new world," said Senator Hitchcock.

"We have seen great empires inspired with the supreme thought of conquest. These imperial ambitions have been the causes of the great wars that have come upon the world. When this war began of all the great conquering empires that the world had known with their might and their dream of conquest only three remained, Germany, Austria and Russia. Where are they now? They lie in the dust, dead forever, gone. With their disappearance from the world has disappeared the last lingering obstacle to international peace, perpetrated by an international agreement.

"I cannot conceive and no real friend of the League of Nations can conceive of the possibility that the United States would enter into an agreement the purpose of which is to create a great international Frankenstein with army and navy so powerful that it might destroy the United States."

Senator Poindexter asked Senator Hitchcock if he believed there was "any issue between himself and anybody else on the question of moral force in the world?"

"Oh, I do not know," replied Senator Hitchcock, "but what I am here reprehending and condemning is the idea that the President's efforts can be belittled and nullified by attacking something which he is not seeking to bring about."

Senator Knox (Pa.) remarked it "certainly would not be the position of the Senator from Nebraska 'that we do not know what it is, but we are for it.' That would hardly be a proper attitude for a body like this to assume."

The Judiciary Committee of the Senate is up in arms over what on the surface appears in their opinion to be an attempt on the part of Secretary of War Baker to muzzle the committee. Only last week Secretary Baker, through what the Judiciary Committee believes to be his natural predisposition toward pacifism and sympathy with the various constituent elements of the pacifist groups of the United States, denounced evidence adduced before that committee as tending to reflect on the patriotism of a certain element in America who lent every effort to prevention of American participation in the war. Today the charge was freely made that the Secretary of War was striving to hamper the committee in its investigation of the Secretary's pre-war associates in the internationalist movement in the United States.

The Senators were indignant at what they termed the improper action of Secretary Baker and the committee adjourned to frame the basis for a test case to determine whether Secretary Baker has the right or authority to block action of a Congressional committee.

The row between Secretary Baker and the committee, which held unanimous opinion on the question, was brought about by two coincident developments.

Secretary Baker's order prohibiting members of the military intelligence service from testifying before or giving information to the committee was the primary cause for trouble.

The refusal of Secretary Baker to give the committee information in regard to a Government employe charged with pro-Germanism before the war was secondary. Shortly after the committee met today Senator Nelson (Minn.) brought up the issue by asking whether Secretary Baker was trying "to put a gag on the committee."

Baker's Authority Defined

"He has no authority whatever to interfere with the committee and I am sure the committee will not let the Secretary of War or any one else interfere with the performance of its duties," Chairman Overman answered.

Chairman Overman then recited how, on receiving letters from Government Manning of South Carolina and former Senator Benet reflecting on the Americanism of F. J. H. von Engelking, a former official of the Federal Farm Loan Board at Columbia, S. C., he had communicated with Secretary Baker asking whether the military intelligence service had any information in regard to his activities.

Mr. Baker in replying to this letter admitted that the military intelligence did have the information, but declared he would not transmit the information to the committee.

The committee submitted to Secretary Baker a demand for the information it desired, to which Secretary Baker responded that the documents in the case of Von Engelking were at the disposal of the committee for review, but persisted in his refusal to furnish a copy.

INDOOR SPORTS By Tad

OH JACK!!
AGGIE YOU LOOK NIFTIER THAN EVER — WHO'S YER LIL' PLAYMATE?
INDOOR SPORTS.
TRYING TO LOOK PLEASED AS YOU CALL AT YOUR BEST GIRL'S HOUSE WHEN A BIG MARINE FROM OVER THERE DROPS IN ON YOU WITH SOME SOUVENIRS

Flat-Tone

THERE IS NOTHING SO DESIRABLE AS PAINTED WALLS.

The soft, rich, restful effects that FLAT-TONE produces cannot be secured with any other kind of wall covering. A heavy, durable oil paint that can be cleaned, when soiled, is not easily marred, and does not crack or loosen, has much in addition to its artistic appearance to recommend it.

Although when measured by years of service given, and by general standards of economy, FLAT-TONE has always led, it is now under existing conditions almost invariably lower in initial cost than ordinary wall covering.

INVESTIGATE FLAT-TONE BEFORE YOU DECORATE.

SHERWIN-WILLIAMS PAINTS & VARNISHES

Anderser, Meyer & Co., Ltd.
DISTRIBUTORS
SHANGHAI

Peking, Tientsin, Tsinan, Hongkong, Kalgan, Urga, Hankow, Changsha, Canton, Vladivostok, Yunnanfu, Harbin.

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— Established 1851 —

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

CHARGE:
Four Dollars per Hour
MINIMUM CHARGE:
One Dollar 50 cents

No special service as office-trips or tiffin-trips.
For hire of cars please
Telephone to West 1213 and 1202

STETSON HATS

A New Shipment in VELOUR and SOFT FELT

MACBETH, PAWSEY & CO.
Nanking Road

"OSRAM" - "G.E.C."
DRAWN - WIRE - LAMPS

"NO OTHER LAMP IS STRONGER"

Obtainable from all Electrical Dealers or from the Sole Importers

The General Electric Co. (of China), Ltd.

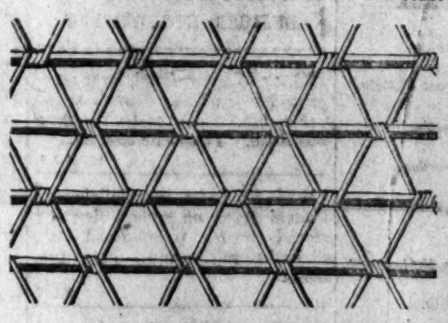
Shanghai—Hongkong—Hankow

Nos. 1 and 2 Ningpo Road, Shanghai

'Phones 1606 & 1608

TRIANGLE MESH

The Ideal Reinforcement for Roof and Floor Slabs, Culverts, Sewers, Pavements, etc.



New stocks of Black Triangle Mesh in Rolls 150 feet long, have arrived

8 Different Styles

ESTIMATES PREPARED BY OUR CONCRETE ENGINEERS

Andersen, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road Telephone Central 778

The Chinese Benevolent Association

271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket
$50,000.00

Issued under the authorisation of the Government of the Republic of China on the 7th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 6th April, 1919.

One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

PRICE FOR WHOLE TICKETS: $5.00.

LIST OF PRIZES FOR WHOLE TICKETS

1	First Prize			$50,000
1	Second "			10,000
1	Third "			5,000
2	Fourth "	$2,000	each	4,000
2	Fifth "	1,000	"	2,000
2	Sixth "	500	"	1,000
10	Seventh "	100	"	1,000
20	Eighth "	50	"	1,000
20	Ninth "	40	"	800
20	Tenth "	30	"	600
50	Eleventh "	20	"	1,000
700	Twelfth "	15	"	10,500
2	Each approximate to the First Prize	300	"	600
2	Each approximate to the Second Prize	100	"	200
2	Each approximate to the Third Prize	50	"	100
4	Each approximate to the Fourth Prize	30	"	120
4	Each approximate to the Fifth Prize	20	"	80
4	Each approximate to the Sixth Prize	10	"	40
399	For numbers having the two terminal figures similar to those of the First Prize	10	"	3,990
399	For numbers having the two terminal figures similar to those of the Second Prize	10	"	3,990
399	For numbers having the two terminal figures similar to those of the Third Prize	10	"	3,990
798	For numbers having the two terminal figures similar to those of the Fourth Prizes	10	"	7,980
798	For numbers having the two terminal figures similar to those of the Fifth Prizes	10	"	7,980
798	For numbers having the two terminal figures similar to those of the Sixth Prizes	10	"	7,980
99	Each with the first three figures similar to those of the First Prize	10	"	990
99	Each with the first three figures similar to those of the Second Prize	10	"	990
99	Each with the first three figures similar to those of the Third Prize	10	"	990
18	Each with the first four figures similar to those of the Fourth Prizes	10	"	180
18	Each with the first four figures similar to those of the Fifth Prizes	10	"	180
18	Each with the first four figures similar to those of the Sixth Prizes	10	"	180
4,780	drawn tickets		Total	$127,460

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

THE CHINESE BENEVOLENT ASSOCIATION

FATE OF THE AUDACIOUS IS REVEALED AT LAST

Carefully Suppressed News Of Five Years Ago Now Made Public

END OF A GREAT SHIP

Struck Mine During Target Practice Cruise And Attempts To Save Proved Useless

London, January 24.—Although the sinking of H.M.S. Audacious on October 27, 1914, after striking a mine was widely known soon after the event, publication of the fact was not permitted, and the loss was only admitted by the Admiralty shortly after the armistice had been signed. It is now possible to give full details of the disaster:

"The Second Battle Squadron had been ordered to carry out target practice some fifteen miles off Lough Swilly. Practice was expected to commence at about nine o'clock in the morning. At 8:40 the signal was made for the ships forming the firing line—of which the Audacious was one—to turn to the firing course, and at the same time 'Exercise action' was sounded. After an interval of ten minutes the captain of the Audacious noticed a dull noise aft. This at first he thought was caused by one of the guns having been fired, but as no smoke was issuing from them he considered it must have been a gun on one of the other ships. The yeoman of signals reported almost immediately that he feared they had been struck by a torpedo, and this was borne out by the fact that the ship did not right as she should have after the port helm was taken off her.

"Orders were given for the watertight doors to be closed, and for the starboard wing compartment to be flooded to keep the ship upright, and an officer was sent to see what bulkheads required shoring up. With a view to keeping the ship steady she was hauled out of line and into wind and sea. Shortly afterwards the port engine stopped, the port wing engine-room being flooded. The port bulkhead of the center engine room appeared to be standing all right, but as water was entering the middle engine-room course was shaped for Lough Swilly with all speed possible on the starboard engine. The ship was steering badly with a heavy sea on the quarter, but nevertheless was making nine knots. Some twenty minutes later all electric communication ceased.

In The Engine-room

"The engine-room was in darkness save for the dim glimmer of the hand oil lamps. In spite of the 5ft. or 6ft. of water that flooded the room, and oil covering the platform, the officers and men were working with the greatest coolness and energy endeavoring to cope with the water, and with fine determination the officer in charge declared that he hoped to be able to steam for another two hours.

"Meanwhile the commander was working diligently making rafts and preparing the boats. Examination showed that a considerable section of the after-part of the ship was full of water, but it was not thought she would sink unless she capsized, which even then, she was in danger of doing. At eleven a.m. over two hours after she had been mined, the Audacious ceased to steam, and as she had been steadily getting lower in the water the launch, sailing pinnace, and three cutters were got out. The performance of this task reflects the utmost credit, as the ship was laboring very heavily and the sea washing over the net shelf. Such was the force of the waves that two boats stowed on the quarterdeck—the galley and the whaler—were washed overboard. The starboard after-guy of the main derrick carried away, and the derrick took charge, the great boom crashing about until it was lassoed and lashed to the strut of the mast.

"It was now about noon, and standing by were his Majesty's ship Liverpool, several destroyers, and the Olympic, which had arrived in response to urgent calls for help. All these ships sent boats, and as none of the engines of the Audacious would steam, the engine-room ratings, day men, and most of the marines were sent off, leaving about 250 seamen on board. The Olympic was asked to take the Audacious in tow, and a line was taken to her by his Majesty's ship Fury. The way the Olympic was handled in the heavy sea which was running was described as a most excellent piece of seamanship, and received high commendation from the Commander-in-Chief. The Audacious, however, was by now quite unmanageable, and, sheering off into the wind, parted the tow.

"His Majesty's ship Liverpool was then asked to tow, it being thought that, as she was lighter than the Olympic, she would give better to the great weight of the Audacious. Fury took a line to her, but it fouled one of the Liverpool's screws, and was cut. The collier Thornhill was then asked to try, and the Fury took a line to her, but the tow parted as soon as it was taughtened. It was now about five o'clock, and getting dark, and the ship was more and more uneasy in the water. The quarterdeck was awash, and the mushroom ventilators had been either torn away or bent right over, so that tons of water must have been going below. Steps could not be taken to prevent this, as in such seas no one could live on the quarterdeck. It was, therefore, considered advisable to remove all save fifty men. Volunteers were asked, and from the large number who came forward fifty were selected. Later, the ship became so sluggish and rolled so deeply that it was decided to abandon her till morning, and the remaining officers and men were disembarked.

A Terrible Explosion

At nine p.m. there was a terrible explosion, and the ship turned bottom up and sank stern first. It is difficult to account for this explosion, but possibly the contents of one of the magazine and shell rooms slid bodily through the cross bunkers into one of the boiler-rooms, which must have been very hot, as no fans had been running for hours.

An officer who saw the Audacious go down gives the following account:

"Her list to port had increased appreciably, and she did not recover from a roll of about 30 deg. She appeared to hang at that angle for a few seconds, and then turned over to port, and her stern went down. When she had listed to about 150 deg. the line of her keel was about 30 deg. to the horizontal, bows up. A violent explosion took place, and she disappeared in a very short space of time. As a result of the explosion, flames reached a height of 300ft. to 400ft. and certainly one, and possibly two or more, smaller explosions took place in the air near the top of the flame zone.

"My theory is that a shell, probably high explosive, dropped in the shell room and exploded, lighting the cordite in the magazine, which, being to some extent confined, exploded, blowing burning cordite into the air. Not being in a confined space, it burnt with a fierce flame. The small explosions in the air I would put down to lyddite shells striking some obstacles in their flight, and so detonating."

A chief petty officer describes the last moments of the Audacious: "I saw her settle down by the stern, and then start to heel over to port and continue gradually to turn over. As the mast was nearing the water I heard a loud rumbling noise. She continued to turn over until she was turtle. I saw the whole length of the bottom for a few seconds, and then a tremendous flame shot up, carrying high into the air a plate and much debris."

Owing to the timely action in abandoning the Audacious before the explosion occurred the whole of her 852 officers and men were saved.

Haig Refuses Honors Or Rewards Till His Officers Get Justice

By Colonel Repington

The report that Sir Douglas Haig had made proposals for the alleviation of the lot of disabled officers and their families, and had asked permission to refuse any honor or grant until the Government had accepted these proposals, was known some weeks ago.

What these proposals are I do not know; but most people know that the situation of many of these disabled officers is deplorable and the fate of their families a hard one. Several institutions and committees have occupied themselves in alleviating the distress, and have laboriously collected details which would, I am sure, be read with astonishment and indignation were they published. The Government, preoccupied very properly with the satisfaction of the rank and file and of the munition workers, has not apparently found the time to attend to the case of the disabled officers, and it has been left for private effort—I am ashamed to use the word "charity"—to make amends for Governmental neglect. The cases have been so many and so bad that some general officers at home, who had objected strongly in principle to circulate appeals, were in the end constrained to do so because the need was pressing.

If then, Sir Douglas Haig decided that he could not accept any honors or rewards for his victories until those who led his battalions, companies, and platoons were properly provided for, it will be reckoned to his credit. It is said that many attempts have been made to move him from this position, but all in vain. It would have been better that these attempts should not have been made, for they reflect little credit upon those responsible for them, and public opinion in the Army and the country will undoubtedly applaud Sir Douglas for his action and will strongly support him. It will support him all the more if the reasons for his action are published to the world.

We are not now dealing with a corps of officers of the old type drawn mainly from the county families and the aristocracy who were quite accustomed to pay large sums for living in the Army, and after a war could return to their homes and their old life with perfect indifference to their shabby treatment by a Government. We have a corps of officers drawn from all classes and professions, and representing the nation. Merit alone has been the cause of advancement, and an immense number of officers have been drawn from the ranks. The great majority of these young fellows had little or no money before they enlisted or took commissions, except what they earned. Many earned a good deal, but whether it was much or little they lost it all in cases of disablement owing to wounds or sickness, and they and their families were then thrown upon the public charge. This cause differentiates the new corps of officers from the old, and both explains and excuses, if excuse were needed, Sir Douglas Haig's generous action. He cannot look his Army in the face and accept honors until those who are the greatest sufferers from the war, and have been so largely instrumental in winning the war, are properly treated by their fellow-countrymen.

Of two things I am convinced: first, that the country would back up the Field-Marshal unanimously if they knew the facts, and, secondly, that the Government should not have left it to him to act, and should not now continue to delay giving satisfaction to his appeal. Sir Douglas Haig still commands our Armies in France and still bears on his shoulders that almost intolerable weight of responsibility which he has so long borne. The case for the disabled officers is pre-eminently one for the War Office and the Government, and it is only astonishing that they should have muddled along after the appeal reached them until all the world became aware of the Field-Marshal's initiative. If honors intended to be announced with the New Year have had to be postponed and some other good servants of the state have to wait for their honors until the case of the disabled officers of the army is settled, then other good servants will wait patiently, and in a very good cause. Now that the election is over we can say that our disabled officers had the largest share in the winning of the war, and their men the next largest share. All the better the reason why the country should insist that these heroes and their families should receive generous and prompt acknowledgement for their glorious services.

Japanese General Denies All Charges

Details Of What Is Contradicted Have Never Been Made Public In Japan

Tokio, March 18.—Replying to charges of which Japan has as yet heard nothing, Major General Yamada, commanding one of the Japanese detachments in Siberia, has issued a general denial, which was made public yesterday through the Kokusai. In this, General Yamada denies any looting on the part of his troops, and unnecessary destruction of property, and killing of non-combatants and any insulting of women. In a portion of his statement he states that the rumors derogatory to his command "have emanated from those who bear a grudge against us," and in another sentence he adds: "If American papers or Consuls doubt our sincerity, they are free to despatch necessary investigators to the scene of our action."

A traveler who returned from Vladivostok yesterday states that the Japanese issued a proclamation recently in which it was stated that any town or village found harboring Bolsheviki would be destroyed, a proclamation that excited comment in Siberia. Other than this he heard no talk of Japanese destruction of Siberian houses or villages.

The statement of Major General Yamada is:

Troops Worthy of Confidence

"Notwithstanding various rumors or criticism, I am determined to bring out convincing proof that the Imperial troops are worthy of confidence, and that we are making proper uses of our forces. I have been enforcing strict disciplineship to this effect among officers and men under my command. There have been occasions that owing to the absence of the occupants, we were unable to pay on the spot for what we purchased, but as regards the burning or destroying of people's houses which military necessity compelled us to do, only about a dozen houses suffered, and we believe that the native farmers are rather surprised at the small number of such houses burned or destroyed. No one of our men has ever killed non-combatants, and as to insulting women or such diabolical crimes, we need no emphasis of our strictness.

"The rumors and criticism detrimental to our dignity must have emanated from those who bear a grudge against us and from the Bolshevists who have resorted to this means with the hope of stabilising their influence. Whoever is in doubt of the actual facts is requested to refer to the provincial governors and Commander Slaey, who are perfectly acquainted with the real situation. If American papers or Consuls doubt our sincerity, they are free to despatch necessary investigators to the scene of our action and I shall prove that we are endeavoring to eradicate the Bolshevis's by rightful means.

"We do not say, however, that there have not been cases of commandeering while engaged in military action, but whenever there was proper reason, always declared to the chief magistrate or leading people of the village that we shall pay them. I am exerting utmost efforts to make a thoroughgoing attack on the enemy while trying to make the honest citizens rely on the Japanese and Russian armies by measures of justice and mercy."

THREE YEARS IN BED

Idlest Woman On Record Has To Get Up At Last

London, February 1.—The notorious Mary Ann Toon is out of bed at last.

She is the wife of a Diton-on-the-Hill (Leicestershire) farm laborer, and for over three years she has lain in bed, though there was nothing the matter with her.

Once the husband got her up for a brief interval by throwing a bucket of water over her, and the magistrate advised him to try it again.

The house became in such a filthy condition that the Sanitary Authority took action, and as a £5 fine was not paid nor the house cleansed, the magistrate issued a warrant for the woman's apprehension.

The police went in the early morning, Mrs. Toon was got out of bed, and she was removed in a motor car to Birmingham prison for one month.

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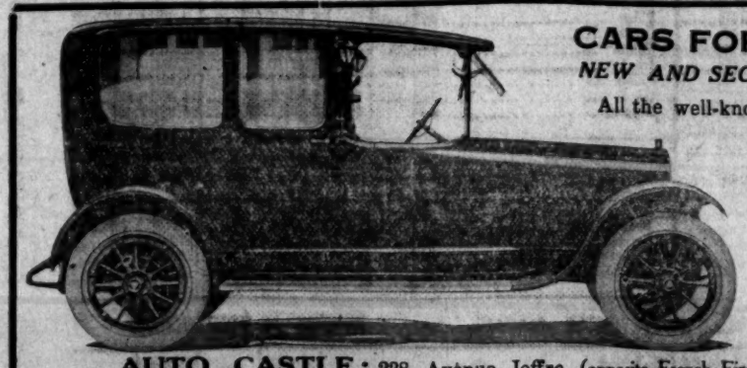

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LIBERAL CONDITIONS AND MODERATE RATES

ANNOUNCEMENT

of new organization

Brilliant Electric Co.

Successors to the Show Room managed by both the Machinery Department: Mitsui Bussan Kaisha and China Division: Tokyo Electric Company, Limited.

Machinery Department; Mitsui Bussan Kaisha and China Division; Tokyo Electric Company beg to announce that, owing to ever-increasing patronage, they have established an electrical shop under the title of the Brilliant Electric Company to provide further accommodation, continuing the business carried on by the Show Room at Nanking Road.

The said Show Room is known as the central laboratory research depot of electrical merchandising, and changed as the organization, there will be no alteration in this respect but extending their field over to the consulting engineers, contractors and dealers in every thing electrical in addition to Brilliant wire lamps, a speciality to the China Lamp Co.

Machinery Department; Mitsui Bussan Kaisha and China Division; Tokyo Electric Company thank the public for their past support, which they trust will be continued in the future.

March 1919

TEC B W L

A-61

-:- Financial And Commercial News -:-

Exchange and Bullion

Shanghai, March 25, 1919.

Money And Bullion

Sovereigns: buying rate
@ 4/7½ = Tls. 4.32
@ exch. 72.7 = Mex. $5.95
Gold Dollars: Bank buying rate
@ 110 = Tls. 90.91
@ 72.7 = Mex. $125.05
Mex. Dollars: Market Rate: 72.4
S'hai Gold Bars: 978 touch Tls. 283
Copper Cash ..... per tael 1865
Native Interest ..... Tls. .08

Bar Silver ..... 47¾d.
Bank Rate of Discount 5%
Ex. Paris on London ... Fr. 26.45
Ex. N. Y. on London T.T. G. $4.76¼

Exchange Closing Quotations

London	T.T.	4/7¾
London	Demand	4/7¾
India	T.T.	307¼
Paris	T.T.	624
Paris	Demand	627
New York	T.T.	110
New York	Demand	110¼
Hongkong	T.T.	68¼
Japan	T.T.	46¾
Batavia	T.T.	209¼
Singapore	T.T.	50¼

Banks Buying Rates

London	Demand	4/8¼
London	4 m/s. Cdts.	4/9¼
London	4 m/s. Docy.	4/9¾
London	6 m/s. Cdts.	4/10
London	6 m/s. Docy.	4/10¼
Paris	4 m/s.	655
New York	o/d. Docy.	111¼
New York	4 m/s. Docy.	115¼

Roubles Exchange

Today's Bank Buying Rate For Roubles

Roubles 1,775 ..... = Tls. 100
Roubles 100 ..... = Mex. $7.75

Customs House Exchange Rates For March

"	1 @ 609¼	Francs	6.79
"	0.81 @ 111¾	Gold	$1
"	1 @ 46¼	Yen	2.42
"	1 @ 15	Rupees	3.92
"	1 @ 1.50	Mex.	$1.50
"	1 @ —	Roubles	—
Hk. Tls.	3.83 @ 4/8¼		£1

Stock Exchange Transactions

Shanghai, March 25, 1919.

BUSINESS DONE

Official

Yangtsze Insurance $250.00
Telephones Tls. 77.00
Yangtszepoo Cotton (Ord.) Tls. 10.50
Yangtszepoo Cotton (Ord.) Tls. 10.75 cash
Yangtszepoo Cotton (Ord.) Tls. 10.90
Yangtszepoo Cotton (Ord.) Tls. 11.00
Yangtszepoo Cotton (Ord.) Tls. 11.10 June
Kungyik Cotton Tls. 22.50
Kungyik Cotton Tls. 23.00 June
Kungyik Cotton Tls. 22.00 cash
Langkats Tls. 24.50 C. N. I.
Shanghai Docks Tls. 128.00 cash
Shanghai Docks Tls. 134.00 June
Shanghai Docks Tls. 130.00 April
Shanghai and Hongkew Wharf Tls. 88.00
Ayer Tawah Tls. 20.00
Shanghai Pahangs Tls. 1.25
Ziangbes Tls. 4.75

Unofficial

Ewo Cotton (Ord.) Tls. 240.00 June
Kungyik Cotton Tls. 22.50 June
New Engineering Tls. 22.00
Shanghai Docks Tls. 128.00
Shanghai Docks Tls. 129.00
Yangtszepoo Cotton (Ord.) Tls. 10.75
Yangtszepoo Cotton (Ord.) Tls. 11.00 June
Yangtszepoo Cotton (Ord.) Tls. 10.60 cash

Sharebrokers' Association Transactions

Shanghai, March 25, 1919.

BUSINESS DONE

Official

Yangtszepoo Cotton Tls. 10.65 June

LANGKAT OUTPUT

The following telegraphic information has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat.

The output of crude oil for the week ended March 23 was 263 tons.

The Shanghai Chemical Laboratory
No. 4 Canton Road

Piece Goods and Yarn

In their report for week ending March 21, Messrs. Ilbert and Co. write as follows:

Piece Goods

The scarcity of stocks is beginning to be severely felt, especially in the case of grey and bleached goods for which there is still a healthy inquiry. Buyers appear to be willing to take what they can get and to pay steadily advancing prices, but this scarcely applies to dyed goods which are not in such keen demand at the moment. It appears improbable that there will be any material addition to our stocks before the middle of the year as the first purchases of greys made over a month ago were for April-May shipment with a small proportion for shipment this month, while the bulk of the dyed cloths then indented for are not due for shipment until June-July. The indications therefore point to a healthy state of trade during the next few months, more especially as local monetary conditions continue satisfactory, and the interior marts are obviously in dire need of supplies.

The Manchester market appears to have now reached a steady basis, with every indication that the decline has been checked, though it is impossible to keep in close touch with that center owing to the serious delay of about three weeks occupied in the exchange of telegram. The tendency of American cotton in New York is also steadily higher, although Reuter's belated quotations from Liverpool do not give this impression.

Grey Shirtings Generally.—A fair business has been done at last week's prices and the tone of our market is quite steady, although values at the later auctions were somewhat easier.

8¼ lbs.—We hear sales in Gold Globe at Tls. 5.60, Two Blue Horses at Tls. 5.50 and Blue Bell at Tls. 5.20.

9-11 lbs.—Business has been done in 10 lbs. in Pigshead at Tls. 7.70, Large Stagshead at Tls. 7.60, Eagle at Tls. 7.00 and Man and Lion at Tls. 6.75.

12 lbs. 36 inches.—We have only one transaction to record in Blue Round Dragon at Tls. 8.75.

White Shirtings.—There has been a good demand and higher prices have been paid for certain of the well known chops. The following sales have been reported: Nine Gold Horses at Tls. 11.00, Small Red Dog at Tls. 10.50, Monkey at Tls. 10.00 and Good Luck at Tls. 9.95. Auction prices slightly lower at the close.

Dyed and Fancy Cottons.—Our private market has ruled steady but at the later auctions recent prices showed a sharp decline.

Cotton.—There has been a little more business doing during the week and if anything the feeling is rather more steady. Quotations are nominally unchanged and may be said to be the same as last week.

The last quotations from Liverpool as cabled by Reuter on the 3rd instant gives Good Middling Texas at 17.30d for spot, March delivery 16.50d and May delivery 13.69d, on the 7th instant the quotations were Good Middling Texas 15.96d, Egyptian Sakellaridis 27.09d and M. G. Fine Scinde and Bengal at 11.82d per lb.

Local Yarn.—Our market for yarn remains exceptionally strong for hard cargo, but for forward delivery buyers are apparently rather nervous and are not operating at present, we hear of no sales made by the mills during the week.

Indian Yarn.—We have no sales to record.

Japanese Yarn.—The following transactions have been brought to our notice:

No. 16's—100 bales Blue Fish at Tls. 190.00, 100 Bales Three Horses at Tls. 187.000, 50 bales Standing Horse at Tls. 186.00.

No. 20's—100 bales Man and Fish at Tls. 183.00.

Hankow Market

Hankow, March 19, 1919.

Finance And Money Market

A quiet week was experienced with few bills offering and small demand for remittance. The rate T.T. Taels on Shanghai, Chinese market, ruled about 96.85 and closed at that rate. Foreign banks paid out a considerable amount on settlement day, the 15th, and the demand is now small at 96.85 buyers and 96.95 sellers. (With better weather prospects dollars rose from 69.92-70½ to 70.02-70½ buyers and sellers respectively and closed firm.

Interest: 10 percent after being 12 percent. Changsha Exchange: 26.

Imports

Piece Goods. The good demand still continues for stock lots of greys and whites, with prices advancing. The market for dyed goods is now tapering off, but some inquiry is reported for forward contracts.

Yarn. This has been in good demand at increasing prices, which, however, are still below replacing costs.

Clearances. Very good.

Exports

We have no change to report since our last circular, and markets continue to rule quiet and weak. There has been but little business reported.

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Singapore Rubber Auction

Singapore, March 5 and 6, 1919.

Following were the prices realised at the auction this week:

		Singapore per lb. Cents
Sheet:		
Smoked Fine Ribbed...	@	76½/73
Smoked Good Ribbed..	"	73/60
Smoked Fine Plain ...	"	Nil
Smoked Good Plain ...	"	55
Unsmoked Fine Ribbed	"	Nil
Unsmoked Good Ribbed	"	Nil
Unsmoked Fine Plain..	"	Nil
Unsmoked Good Plain.	"	Nil
Cupwashing	"	54/40
Crepe:		
Fine Pale Thin	"	76½/73½
Good Pale Thin	"	73½/65
Good Pale Blanket ...	"	Nil
Good Brown Blanket .	"	Nil
Fine Brown.....	"	66/61
Good Brown.....	"	62/52½
Good Dark	"	53½/40½
Barky	"	43/23
Scrap:		
Virgin and Pressed ...	"	37
Loose	"	30½/28

Catalogued for sale: 2,457,337 lbs. (about 1,097 tons).
Sold: 1,282,283 lbs. (about 573 tons).

Since our last report the market has been rather featureless with a moderate but steady demand. On account of heavy delays in cables, information from consuming markets has been scarce. London has improved slightly, whereas the American market is dull.

Our auctions started yesterday morning with a fair demand for the Standard Grades. Both Fine Ribbed Smoked Sheet and Fine Pale Crepe realised up to 76½ cents and a single lot of the former grade obtained 77 cents. The average price, however, may be given as 75½ cents for both grades.

Good Ribbed Smoked Sheet and Good Pale Crepe did not experience the same demands and many lots has to be withdrawn on account of high limits.

Medium and lower Crepes met with a fair demand, and the average prices were only slightly below those of last week.

No sale of Unsmoked Sheet took place at the auctions. There was a moderate demand for Scrap.

At the continuation of the sale this morning, the prices were fairly well maintained. However, only the best parcels received the buyers' attention, whereas inferior qualities were neglected. Towards the close the market was rather easier, although the tendency, especially for the Standard Grades, appears to be steady.

Meyer and Measor.

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Sailed from Shanghai

For San Francisco
Tenyo Maru ..... Feb. 19
Colombia ..... Mar. 1
Stanley Dollar ..... Mar. 7
Shinyo Maru ..... Mar. 8
For Tacoma
Africa Maru ..... Mar. 6
For Vancouver
Harold Dollar ..... Feb. 26
Empress of Russia ..... Mar. 15
Empress of Japan ..... Mar. 22
For New York Via Panama
Bloemfontein ..... Mar. 9
Bolton Castle ..... Mar. 21
For London, etc.
Kitano Maru ..... Mar. 3
Celebes Maru ..... Mar. 8
Hyson ..... Mar. 7
Glenlifter ..... Mar. 8
Hector ..... Mar. 12
Atreus ..... Mar. 13
Novara ..... Mar. 13
Nore ..... Mar. 13
Bendoran ..... Mar. 16
Inaba Maru ..... Mar. 17
Pyrrhus ..... Mar. 19
For Liverpool
Sado Maru ..... Feb. 19
Agamemnon ..... Feb. 19
Hector ..... Mar. 12
For Antwerp
Tsuruga Maru ..... Mar. 22
For Bombay
Dilwara ..... Mar. 11
For Saigon
City of St. Helens ..... Mar. 8

The Ault & Wiborg Co.

Manufacturers of

TYPEWRITER CARBON PAPER
PENCIL CARBON PAPER
TYPEWRITER RIBBONS

Samples and prices on application

37 Canton Road Shanghai

CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.	
20.35	8.35		0	dep. Peking	arr.	19.50	
23.45	11.12		. .	arr. Tientsin-Central	dep.	17.00	
23.50	11.17		84	dep. Tientsin-Central	arr.	16.53	
24 00	11.25		. .	arr. Tientsin-East	dep.	16.45	
19.85	. .		524	arr. Mukden	dep.	. .	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep. Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr. Tientsin-Central	dep.	16 55	15.35	20.05
7.25	10.25	11.55		dep. Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep. Tsangchow	dep.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep. Techow	dep.	10.39	8.47	11.56
19.57	22.12	20.21	—	arr. Tsinanfu	dep.	8.06	6.00	8.30
7.	:		220	:				8.
6.00	22.25	20.31	—	dep. Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep. Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr. Yenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep. Yenchowfu	arr.	3.39	0.02	12.38
16.30	6.55	3.16	377	dep. Linchang	dep.	2.20	21.24	9.26
19.02	8.45	4.50	—	arr. Hsuchowfu	dep.	23.36	19.20	6.30
9.	:		420	:				10.
5.40	9.00	4 57	—	dep. Hsuchowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.33	523	arr. Pengpu	dep.	19.53	14.55	15.20
11.51	13 20	8.40		dep. Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep. Chuchow	dep.	16.48	10.50	8.27
20.08	18.55	13.00	631	arr. Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0	dep. Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193	arr. Shanghai-North	dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line						Lincheng-Tsochuang Branch Line					
13.10	4.10	d. Yenchowfu a.	12.08	23.53		21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00		22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS		Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield	dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei	dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sunglung	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kaskai	dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yekrah	dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow	dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou	arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS		Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou	dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan	dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yekrah	dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing	dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kaskai	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunglung	dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction	*dep.*	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.33*	....
Shanghai South	*arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction	dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei	dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

Succursales et Agences:

Bankkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/—	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer Esq., Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminister and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-	Harbin	Peking
chendze)	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen	Newchwang	Vladivostock
(Dalny)		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

Paid-Up Capital	$4,000,000.00
Reserve Fund	266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent
SHU CHIN MIH, Sub-Manager.
SHEN CHU HSU, Manager.
Q. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 華 中 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

Subscribed Capital	$4,000,000
Paid-Up Capital	$1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	
Tsinkiangpu	

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	...U.S. $6,500,000
Undivided Profits	...U.S. $2,118,579.84

H. T. S. Green,
President & General Manager.
London Office:
38 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital	Francs 45,000,000

one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	659,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch,
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up)	$600,000.00
Reserve Fund	$ 15,000.00
Deposits (Dec., 1918)	$3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Rserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,

ASIA BANKING CORPORATION

An American Bank

HEAD OFFICE
66 Liberty Street, New York.

SHANGHAI BRANCH
15 Kiukiang Road

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents is at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Siccawei Weather Report

24.—Rainy and squally weather on the sea of Japan. Misty and gloomy in our regions and in the South. The depressions of our coasts put to sea. A heavy anticyclone is prevailing in Siberia. At night the Northerly squalls reach the Eastern Sea.

25.—Heavy showers and strong Northerly squalls. Barometer rapidly rising.

Tuesday, March 25, 1919.

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. Inches	29.98	30.15
Variation for 24 hrs.	†0.15	†0.22
Variation for 12 hrs.	†0.10	†0.21
Wind—Direction	ENE	ENE
Wind—Miles per hour	13.7	24.9
Temperature (Fahr.)	51°4	47°1
Humidity	99	91
Nebulosity	10	10
Rainfall inches	0.00	0.23

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on March 25, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	18-20
Cod	„	18-20
Mandarin	„	25-30
Mackerel	„	18-20
Pomfret	„	30-40
Salmon	„	18-20
Samli	„	none
Soles	„	16-20
Whitebait	„	20-25
Game, Poultry And Eggs		
Deer	each	none
Duck	„	50-90
Eggs	per doz.	15-18
Fowl	per lb.	18-20
Turkey	„	45-50
Hare	„	none
Partridge	„	none
Pheasant	„	none
Pigeons	„	20-25
Plover	„	6-10
Quail	„	20-22
Snipe	„	14-16
Teal	„	14-16
Wild Duck	„	35-40
Geese	each	$1.00-$1.20
Wild Geese	„	none
Wild Pigeons	„	none
Woodcock	„	40-50
Fruit		
Apricots	per lb.	none
Apples	„	12-25
Bananas	„	6-7
Cherries	„	none
Chestnuts	„	10-12
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	8-10
Lichees	per lb.	none
Mangoes	each	15-20
Mongosteens	per doz.	none
Melons	each	none
Oranges	per lb.	10-14
Peaches	„	none
Pears	„	10-12
Persimmons	„	none
Peeboes	„	none
Plums	„	none
Pumeloes	each	16-20
Pineapples	„	none
Strawberries	per lb.	none
Walnuts	„	12-14
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
Broad Beans	per lb.	5-6
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	10-12
Cabbage	each	5-10
Carrots	per bunch	2-3
Cauliflower	each	10-15
Celery	per bunch	8-10
Egg Plant	per lb.	6-8
French Beans	„	20-25
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	60-80
Onions	„	10-12
Parsnips	per bunch	3-4
Peas	per lb.	8-10
Potatoes	per picul	$2.40-$2.80
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	„	10-12
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	——
Flour Australian	„	$4.00
Flour Shanghai	„	$2.10
Rice	per 200 lbs.	$7.20
Milk		
Foreign dairies	per bottle	30
Chinese dairies	„	17
Fodder		
Barley	per 114 lbs.	$2.65
Bran	„	$2.30
Fuel		
House Coal	per ton Tls.	19.00
Stove Coal	per ton Tls.	23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at prineipal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSITS
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Hwahta**, will leave on **Wednesday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, March 26**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Str. **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Wednesday, March 26**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwahlee**, tons 1,151, will leave on **Thursday, March 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Thursday, March 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Thursday, March 27**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Capt. Findelson, will leave on **Friday, March 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Tafoo Maru**, Captain H. Yamasita, will be despatched from N.Y.K. Pootung Wharf on **Friday, March 28**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Friday, March 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Saturday, March 29**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

AMOY & SWATOW.—The Steamer **Hsinchang**, Captain Wm. Munro, will leave on **Wednesday**, at 3 p.m. from Yang Ka Doo Wharf. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Wednesday, March 26**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from Pootung Wharf on **Wednesday, March 26**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Suma Maru**, Captain N. Iwamatsu, will be despatched from the Co.'s Yangtszepoo Wharf on **March 27**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, March 27**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The Str. **Kwangtee**, Captain A. P. Sangster, will leave on **Friday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

KEELUNG.—The Steamer **Kohoku Maru**, Captain M. Tsubaki, will be despatched from Co.'s Yangtszepoo Wharf on **Sunday, April 6**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

TSINGTAO.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund on **Saturday, March 29**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN & DAIREN.—The Str. **Kohoku Maru**, Captain N. Tsuboki, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, April 15**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Foreign Ports

MARSEILLES.—The Str. **Luzon Maru**, Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of **Mar.** at ——— For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

MARSEILLES, LONDON & ANTWERP.—The Str. **Alps M.** Capt. T. Yamaguchi, will be despatched from the No. 8 Buoy on **Thursday, March 27.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Nos. Central 4234 & 4235.

LONDON.—The Str. **Andes Maru**, Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. Central 4234 and 4235.

TAKOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain I. Hamada, will be despatched on **Tuesday, April 8.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices m st accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, April 17.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment at ——— on the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 and 4235.

THE CHINA PRESS MAIL SCHEDULE

WEDNESDAY, MARCH 26, 1919

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Amoy and Hongkong	Sunning	..	17.00	..	..	..	..
Hongkong and Canton	Wingsang	21.00	..	..	..	..	21.00
Hongkong	Wingsang	..	17.00	..	..	..	..
Amoy, Hongkong & Canton	Sunning	21.00	..	..	..	..	21.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Foochow	Ningshin	21.00	..	..	..	..	21.00
Amoy and Swatow	Hsinchang	11.00	..	..	..	..	10.30
Hankow	Wuchang	..	17.00	..	..	..	..
Tientsin	Kanchow	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Tomorrow.							
Weihaiwei and Chefoo	Kingsing	21.00	..	..	..	..	21.00
Weihaiwei, Chefoo & Tientsin	Kingsing	..	17.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Swatow	Loksang	21.00	17.00	..	..	..	21.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Hongkong and Canton	Kwanglee	21.00	..	..	..	..	21.00
Friday, March 28.							
Nagasaki and Vladivostok	Penza	..	14.00	..	..	..	13.30
Japan Ports	Penza	14.00	..	..	..	..	13.30
Japan & America	T'shima Maru	19.30	..	..	..	..	19.00
Japan Ports	T'shima Maru	..	17.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	do	..	9.00	..	..	..	..
Saturday, March 29.							
Hongkong	Chenan	..	17.00	..	..	..	..
Hongkong and Canton	do	21.00	..	..	..	..	21.00
Swatow	Holhow	..	17.00	..	..	..	..
Sunday, March 30.							
H'kong, S. Ports, A'tral'a, Straits, Ceylon, India and Europe	Kamo Maru	15.30	..	..	..	..	15.00
Monday, March 31.							
Japan, Canada, USA & Europe	Fushimi M.	15.30	..	..	..	..	15.00
Hongkong	Sinklang	..	17.00	..	..	..	..
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	E. of Asia	..	12.00	..	..	..	12.00
Sunday, April 6.							
H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez	*A. Lebon	..	28.00	..	..	..	..

*Ordinary letters will be closed at the French Post Office at 8 a.m. registered articles and money orders at 5 p.m. on previous day and parcel post at noon on Friday, April 4.

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Peiking, etc.

a.—at 21 for S.N.R. 23 o'clock train

b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
WTW	———		Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
———	———		Kiangsi	Chi. gun-boat
———	———		Litchoan	Chi. gun-boat
———	———		Tsoutai	Chi. Cruiser
———	———		Kansien	Chi. gun-boat
———	———		Lienkien	Chi. gun-boat
B N B	Nov. 8		Kinsha	Br. gun-boat
———	Nov. 15		Chienan	Chi. gun-boat
———	Nov. 11		Fukong	Chi. gun-boat
7 P.	Dec. 21		Quiros	Am. gun-boat
M M B	Feb. 11		Wilmington	Am. gun-boat
B I I	Mar. 6		Suffolk	Br. Cruiser
O D W	Mar. 6		Toba	Jap. gun-boat
7 P.	Mar. 12		Villalobos	Am. gun-boat
O D W	Mar. 14		Woodlark	Br. gun-boat
2 C	Mar. 15		Palos	Am. gun-boat
2 C	Mar. 17		Elcano	Am. gun-boat

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. **Woosang, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.**—Sailing from the French Bund at midnight (except **Chungking** which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. **Sulyang, Sanning, Sinkiang, Yingchow, Singan and Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. **Hsin Peking.**—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	April 1	S.S. Ecuador*	April 5
S.S. Ecuador	April 26	S.S. Colombia	May 3
S.S. Colombia	May 24		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Santa Cruz	April —	S.S. Colusa	May 1

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON AND MARSEILLES (Via Hongkong and Singapore).

		arr.	leave
*ALPS MARU (15,000 tons) Capt. T. Yamaguchi, This steamer will call at Antwerp		Mar. 25	Mar. 27
*ANDES MARU ... (15,000 tons) Capt. K. Saito,			April

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

		arr.	leave.
ARABIA MARU (18,000 tons) Capt. I. Hamada,		Apr. 13	Apr. 14
MANILA MARU (20,000 tons) Capt. N. Kobayashi,		Apr. 16	Apr. 17

FOR HONGKONG

CHICAGO MARU (12,000 tons) Capt. S. Yamane,		Apl. 1	Apl. 2

FOR NORTH CHINA PORTS (Tsingtao and Dairen).

KOHOKU MARU ..(5,000 tons) Capt. M. Tsuboki,		Apr. 13	Apr. 15

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

SUMA MARU ....(2,000 tons) Capt. N. Iwamatsu,		Mar. 26	Mar. 27
KOHOKU MARU ..(5,000 tons) Capt. M. Tsuboki,		Apr. 4	April 6

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA, Manager. **OSAKA SHOSEN KAISHA** Union Building, 4 The Bund.

O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

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QUICKEST TIME ACROSS THE PACIFIC

First-Class Fare Shanghai to Liverpool
Gold $406.00

PER LARGE "EMPRESSES"

Railroad, and Atlantic Steamer Accomodation Reserved in Advance

SAILINGS FROM SHANGHAI

For Vancouver Via Nagasaki, Kobe and Yokohama		For Hongkong Via Manila	
Empress of Asia	Mar. 31	Empress of Russia	Apr. 19
Monteagle†	Apr. 8	Empress of Japan*	May 6
Empress of Russia	May 3	Empress of Asia	May 10
Empress of Japan	May 17	Monteagle*	May 31
Empress of Asia	May 24	Empress of Russia	June 6

†Monteagle calls at Moji

*Monteagle and Empress of Japan proceed direct to Hongkong.

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD
At daily rates of exchange. Can be cashed in any city in America.

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F. E. WEISS
Acting General Agent
Passenger Department
Palace Hotel Building,
Shanghai.
Tel: Central 182.

For through bills of lading freight rates, etc., apply to
L. E. N. RYAN, Agent,
Cor. Peking & Yuen Ming Yuen Rds.
Shanghai.
Tel: Central 181.

T. K. K.

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SHINYO MARU	For San Francisco	May 24
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S.S. "CHINA" ..... APRIL 25th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING" ..... JUNE 3rd

FOR HONGKONG DIRECT

*S.S. "CHINA" ..... APRIL 9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to

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	Tons		
KITANO MARU	16,000	Capt. M. Nakamura,	March 31
IYO MARU	12,500	Capt. K. Asakawa,	April 14

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	April 1
SUWA MARU	21,000	Capt. R. Shimidzu,	May 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU*	7,000	Capt. K. Itsuno,	April 1
YOMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	April 8
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	April 12

MOJI, KOBE AND OSAKA LINE

KOKURA MARU	4,500	Capt. S. Ito,	March 26
TAKESHIMA MARU ..	4,500	Capt. R. Arakida,	March 29
OMI MARU	7,000	Capt. R. Ozaki,	April 2
KUMANO MARU	9,500	Capt. S. Saito,	April 5

KOBE TO SEATTLE

KATORI MARU	19,000	Capt. I. Noma,	April 29

FOR JAPAN

AKI MARU	12,500	Capt. F. E. Cope,	April 5

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidau,	April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	Capt. M. Yamazaki,	April 23
AKI MARU	12,500	Capt. F. E. Cope,	May 21
TANGO MARU	14,000	Capt. M. Nishimura,	June 25

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

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Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

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Route from Shanghai:
Shanghai — Nanking — Tientsin — Peking — Tientsin — or Hankow — Mukden — (Port Arthur — Dairen — Mukden) — Seoul — Fusan — Shimonoseki — Nagasaki — Yokohama — Shanghai. Or vice versa.

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Large Display Advertisements

ntended for the Sunday issue of The China Press

should be sent in before **5 p.m. on Friday**

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar. 30	—	San Francisco	Tancred	Am.	R.D. Co.
Mar. 31	—	Vancouver	E. of Asia	Br.	C.P.O.S.
Apr. 1	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Apr. 1	—	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.
Apr. 4	—	Tacoma	Justin	Am.	B.A.T. Co.
Apr. 6	—	San Francisco	Nanking	Am.	C.M.S.S. Co.
Apr. 8	—	Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
Apr. 8	—	Vancouver	Monteagle	Br.	C.P.O.S.
Apr. 15	—	Vancouver	Bessie Dollar	Br.	R. D. & Co.
Apr. 25	—	San Francisco	China	Am.	C.M.S.S. Co.
Apr. 26	—	San Francisco	Ecuador	Am.	P.M.S.S. Co.
Apr. 28	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
May 3	—	Vancouver	Empress of Russia	Br.	C.P.O.S.
May 6	—	San Francisco	Tenyo Maru	Jap.	T. K. K.
May 9	—	Seattle, etc.	Suwa Maru	Jap.	N. Y. K.
May 17	—	Bancouver	E. of Japan	Br.	C.P.O.S.
May 17	—	Vancouver	Manila Maru	Jap.	O. S. K.
May 24	—	Vancouver	E. of Asia	Br.	C.P.O.S.
May 24	—	San Francisco	Colombia	Am.	P.M.S.S. Co.
May 24	—	San Francisco	Shinyo Maru	Jap.	T. K. K.
May 25	—	Vancouver	Harold Dollar	Br.	R. D. & Co.

FOR JAPAN PORTS

Mar. 25	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N. Y. K.
Mar 26	—	Moji, Kobe & Osaka	Kokura Maru	Jap.	N. Y. K.
Mar. 28	—	Nagasaki	Penza	Rus.	R.V.F.
Mar. 29	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
Apr. 1	—	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
Apr. 2	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Apr. 5	—	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Apr. 8	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.
Apr. —	—	Kobe & Yokohama	Paul Lecat	Fr.	M.M. Cie
May —	—	Kobe & Yokohama	Nera	Fr.	M.M. Cie
June —	—	Kobe & Yokohama	Sphinx	Fr.	M.M. Cie

FOR EUROPE IND IA, STRAITS, ETC.

Mar. 26	—	London, etc.	Alps Maru	Jap.	O. S. K.
Mar. 31	—	London, etc.	Kamo Maru	Jap.	N. Y. K.
Apr. 1	—	London	Antilochus	Br.	B. & S.
Apr. 3	—	London	Elpenor	Br.	B. & S.
Apr. 5	—	Liverpool	Agapenor	Br.	B. & S.
Apr. 5	—	London	Cardiganshire	Br.	Glen Line
Apr. 6	—	Marseilles	Andre Lebon	Fr.	M.M.
Apr. 7	—	London	C. of Bristol	Br.	J.M. & Co.
Apr. 9	—	Bombay	Dunera	Br.	P.&O.S.N. Co.
Apr. 14	—	London, etc.	Nellore	Br.	P.&O.S.N. Co.
Apr. 14	—	London	Iyo Maru	Jap.	N.Y.K.
Apr. 14	—	Antwerp	Glengyle	Br.	G. L. E. A.
Apr. 14	—	London	Carnarvonshire	Br.	Glen Line
Apr. 17	—	London	Laomedon	Br.	B. & S.
Apr. 22	—	London	Carmarthenshire	Br.	Glen Line.
Apr. —	—	London, etc.	Andes Maru	Jap.	O. S. K.
Apr. —	—	Marseilles	Paul Lecat	Fr.	M.M. Cie
May —	—	Marseilles	Nera	Fr.	M.M. Cie
May —	—	London	C. of Colombo	Br.	J.M. & Co.
May 1	—	London	Glengyle	Br.	Glen Line
June —	—	Marseilles	Sphinx	Fr.	M.M. Cie

FOR SOUTHERN PORTS

Mar. 26	D.L.	Hongkong & Canton	Tean	Br.	B. & S.
Mar. 26	3.00	Amoy & Swatow	Hsinchang	Chi.	C.M.S.N. Co.
Mar. 26	4.00	Ningpo	Hsin Peking	Br.	B. & S.
Mar. 26	4.30	Ningpo	Hsin Ningsnao	Chi.	N.S.S. Co.
Mar. 27	D.L.	Hongkong & Canton	Wingsang	Br.	J. M. & Co.
Mar. 27	D.L.	Amoy, H'kong & C'ton	Sunning	Br.	B. & S.
Mar. 27	—	F'chow, K'lung & Takao	Suma Maru	Jap.	O. S. K.
Mar. 27	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Mar. 28	—	Swatow	Loksang	Br.	J. M. & Co.
Mar. 28	—	Hongkong & Canton	Kwanse	Br.	B. & S.
Mar. 30	D.L.	Swatow	Holhow	Br.	B. & S.
Mar. 30	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
Apr. 1	D.L.	Hongkong & Canton	Sinkiang	Br.	B. & S.
Apr. 4	—	Hongkong via Manila	Ecuador	Am.	P.M.S.S. Co.
Apr. 9	—	Hongkong	China	Am.	C.M.S.S. Co.

FOR NORTHERN PORTS

Mar. 27	D.L.	Tientsin	Kanchow	Br.	B. & S.
Mar. 27	—	Tsingtao	Toko Maru	Jap.	S.M.R.
Mar. 28	3.00	Vladivostock	Penza	Rus.	R.V.F.
Mar. 28	8.00*	Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R.
Mar. 28	8.00*	W'wei, Chefoo & T'tsin	Kingsing	Br.	J.M. & Co.
Mar. 28	10.00*	W'wei, Chefoo & T'tsin	Shuntien	Br.	B. & S.
Mar. 29	D.L.	Tsingtao	Yingchow	Br.	B. & S.
Apr. 1	—	Dairen	Sakaki Maru	Jap.	S.M.R.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Sept. 16	—	Japan	Matsu Maru	Jap.	M.B.K.
Oct. 1	—	Japan	Meiho Maru	Jap.	
Ovt. 22	—		Stasia	Am.	
Oct. 26	—		Shanghai	Chi.	M. & Co.
Nov. 2	—	Singapore	Tosan Maru	Jap.	
Nov. 26	—		Meichuen	Am.	Socony.
Dec. 7	—		Kanju Maru	Jap.	M.B. Co.
Dec. 17	—		Shibechi Maru	Jap.	
Jan. 14	—		Eleperanea	Am.	
Jan. 16	—		Tanho Maru	Jap.	S. Shokai
Jan. 16	—		Meihu	Am.	S. Oil Co.
Jan. 26	—		Bolestrand	Am.	
Jan. 28	—	Japan	Santo Maru	Jap.	N.Y.K.
Jan. 30	—		Taitsu Maru	Jap.	M.B.K.
Jan. 31	—	Cruise	Pacific	Dan.	G.N.T. Co.
Feb. 13	—	Japan	Teiko Maru	Jap.	N.Y.K.
Feb. 14	—		Taisho Maru	Jap.	M.B.K.
Feb. 15	—	Bellingham, Wash.	J. Steedman	Br.	M.B.K.
Feb. 19	—	Wuhu	Chinkiang	Br.	B. & S.
Mar. 1	—	River ports	Kuling	Chi.	
Mar. 4	—	Japan	Unkai Maru	Jap.	M.B.K.
Mar. 13	—		Misaki Maru	Jap.	M.B. Co.
Mar. 16	—		Bansei Maru	Jap.	
Mar. 16	—		Mifuku Mar	Jap.	M.B. Co.
Mar. 16	—	London, Ports	Nellore	Br.	P.&O.S.N. Co.
Mar. 16	—	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Mar. 16	—	Vladivostock	Tungus	Rus.	Y.F.T. Co.
Mar. 16	—	River Ports	Tahung Maru	Jap.	N.K.K.
Mar 19	—	Vladivostok	Oleg	Rus.	R.V.F.
Mar. 20	—		Marie Barnard		
Mar. 20	—	Japan	Kumanosan Maru	Jap.	
Mar. 21	—	San Francisco, Ports	Eclipse	Am.	P.M.S.S. Co.
Mar. 21	—	Japan	Takeno Maru	Jap.	
Mar. 22	—		Elvira Stolt	Br.	C.I.&E.L. Co.
Mar. 22	—		Macaria	Br.	D. & Co.
Mar. 23	—	Hongkong	Yushun	Chi.	C.M.S.N. Co.
Mar. 23	—	River ports	Ngankin	Br.	B. & S.
Mar. 23	—	River ports	Tuckwo	Br.	J. M. & Co.
Mar. 23	—	Hongkong	Hwahting	Chi.	B. & S.
Mar. 23	—	River ports	Yohyang Maru	Jap.	N.K.K.
Mar. 23	—	Cruise	Pingching	Chi.	Customs
Mar. 23	—	Japan	Orestes		
Mar. 23	—	Hongkong	Slavic Prince		
Mar. 23	—	Japan	Senzan Maru	Jap.	
Mar. 23	—	Foochow	Shinsei Maru 10	Jap.	
Mar. 24	—	Japan	Kokura Maru	Jap.	N. Y. K.
Mar. 24	—	River ports	Meian	Am.	Socony
Mar. 24	—	Ningpo	Meinan	Am.	Socony.
Mar. 24	—	Hongkong	Sunning	Br.	B. & S.
Mar. 24	—	Hongkong	Wingsang	Br.	J. M. & Co.
Mar. 24	—	Hongkong	Tean	Br.	B. & S.
Mar. 24	—	Hongkong	Hsinchang	Chi.	C.M.S.N. Co.
Mar. 25	—	Dalny	Kohoku Maru	Jap.	O. S. K.
Mar. 25	—	Tsingtao	Nagaragawa Maru	Jap.	M. T. Co.
Mar. 25	—	River Ports	Wuchang	Br.	B. & S.
Mar. 25	—	River Ports	Ningshao	Chi.	N.S.S. Co.
Mar. 25	—	River Ports	Hwahta	Chi.	C.M.S.N. Co.
Mar. 25	—	River Ports	Tachang Maru	Jap.	N.K.K.
Mar. 25	—	Swatotw	Yunnan	Br.	B. & S.
Mar. 25	—	Japan	Alps Maru	Jap.	O.S.K.
Mar. 25	—	Foochow	Kienkong	Chi.	W. & C.
Mar. 25	—	Japan	Fujisan Maru	Jap.	M.B.K.
Mar. 25	—	Japan	Taishin Maru	Jap.	M.B.K.
Mar. 25	—	Japan	Aishima Maru	Jap.	M.S.K.
Mar. 25	—		Kaho	Chi.	M. & Co.
Mar. 25	—	Kiukiang	Anlan	Br.	A. P. Co.
Mar. 25	—	Hongkong	Kanchow	Br.	B. & S.
Mar. 25	—	Chinwangtao	Foolee		

FOR RIVER PORTS

Mar. 26	D.L.	Wuhu & Swatow	Yunnan	Br.	B. & S.
Mar. 26	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Mar. 26	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Mar. 26	M.N.	Hankow, etc.	Ningshao	Chi.	N.S.S. Co.
Mar. 26	M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Mar. 27	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Mar. 27	M.N.	Hankow, etc.	Hwahlee	Chi.	J. M. & Co.
Mar. 27	M.N.	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
Mar. 28	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Mar. 28	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Mar. 28	M.N.	Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
Mar. 29	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Apr. 1	M.N.	Hankow, etc.	Poyang	Br.	B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Shipping Items

The C.N. s.s. Yingchow left Hongkong for Shanghai on Sunday.

The C.N. s.s. Tatung left Hankow for Shanghai on Sunday.

The I.-C. s.s. Hwahlee (chartered) left Hankow for Shanghai on Sunday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Sunday.

The I.-C. s.s. Loongwo left Hankow for Shanghai on Monday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Monday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Monday.

The C.M. s.s. Klangfoo left Hankow for Shanghai yesterday.

The C.N. s.s. Woosung left Hankow for Shanghai yesterday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai yesterday.

The N.Y.K. s.s. Takeshima Maru left Moji for Shanghai on Monday and may be expected to arrave at N.Y.K. Wharf about six o'clock this afternoon.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.M. s.s. Klangyu will leave Hankow for Shanghai today.

The N.K.K.' s.s. Talee Maru will leave Hankow for Shanghai today.

The S.M.R. s.s. Kobe Maru, from Dalny, is due to arrive in Shanghai tomorrow and will leave for the same port via Tsingtao on Friday morning at eight o'clock. The passenger tender will leave the Customs Jetty at nine o'clock on previous night.

The P. and O. s.s. Dunera, from Bombay, left Singapore for Hongkong and Sh anghai on Mopday and may be expected to arrive here on April 4.

The I.-C. s.s. Sulwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai tomorrow.

The K.M.A. s.s. Fukusei Maru chartered, left Chinwangtao for Shanghai on Sunday.

The K.M.A. s.s. Shinko Maru, chartered, left Chinwangtao for Shanghai on Sunday.

The K.M.A. s.s. Hero, chartered, left Chinwangtao for Shanghai on Monday.

The K.M.A. s.s. Patriot, chartered, left Chinwangtao for Shanghai on Monday.

The Blue Funnel s.s. Telamon, from Glasgow and Liverpool, left Singapore for Hongkong and Shanghai on Saturday and may be expected to arrive here about April 2.

The Blue Funnel s.s. Telemachus, from Glasgow and Liverpool, left Hongkong for Shanghai on Sunday at noon and is expected to arrive today.

The P. and O. s.s. Dilwara, from Shanghai, is due to arrive at Colombo tomorrow and will leave for Bombay on Friday.

The M.M. s.s. Andre Lebon will leave for Marseilles via ports on Sunday, April 6. The tender with passengers and mails will leave the Customs Jetty at 9 a.m.

The P.M. s.s. Venezuela is expected to leave Hongkong for Shanghai on Sataurday.

The O. S. K. s.s. Alps Maru arrived from Japan yesterday and will sail for London and ports tomorrow afternoon.

The C.P.O.S. s.s. Empress of Asia will leave Hongkong for Shanghai on Saturday and may be expected to arrive at Woosung early Monday morning. The Asia sails for Vancouver via Japan ports the same afternoon.

DOLLAR LINE

REGULAR TRANS-PACIFIC FREIGHT SERVICE

MANIAL — HONGKONG — SHANGHAI

to

VANCOUVER

Sailings For Vancouver

S.S. "BESSIE DOLLAR" . . .	APRIL	15
S.S. "MELVILLE DOLLAR" .	MAY	17
S.S. "HAROLD DOLLAR" . . .	MAY	25

Sailings For San Francisco

S.S. "TANCRED"	MARCH	30

Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

For further information as to Freight Rates, etc., apply to

THE ROBERT DOLLAR COMPANY

Union Building, Canton Road
TELEPHONE: CENTRAL 2303

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$700
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$410 B.
North China	Tls. 130 B.
Union of Canton ...	$900
Yangtsze	$245 B.
Far Eastern Ins. Co., Ltd.	Tls. 26 S.
Fire Insurances	
China Fire	$175
Hongkong Fire	$355 S.
Shipping	
Indo-China Def ....) Indo-China Pref...)	$160
"Shell"	160/- B.
Shanghai Tug (o) ..	Tls. 35
Shanghai Tug (f) ...	Tls. 35½ B.
Mining	
Kaiping	Tls. 11 B.
Oriental Cons	21/-
Raub	$2 B.
Docks	
Hongkong Dock	$161½ S.
Shanghai Dock	Tls. 128 B.
New Eng. Works ...	Tls. 22
Wharves	
Shanghai Wharf ...	Tls. 88 B.
Hongkong Wharf ...	$117 S.
Lands and Hotels	
Anglo-French Land ..	Tls. 79 B.
China Land	Tls. 50
Shanghai Land	Tls. 67½ B.
Weihaiwei Land	Tls. 2
Shanghai Hotels Ltd.	Tls. 18 B.
China Realty (ord.).	Tls. 69
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 227½ B.
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 152½
Oriental	Tls. 70
Shanghai Cotton	Tls. 175 B.
Kungyik	Tls. 20½ B.
Yangtszepoo	Tls. 10.35 B.
Yangtszepoo Pref. ...	Tls. 90
Industrials	
Butler Tiles	Tls. 35
China Sugar	$120
Green Island	$8.70 B.
Langkats	Tls. 26½ CNI
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 115
Stores	
Hall and Holtz	$10½
Llewellyn	£30
Lane, Crawford	$97½ B.
Moutrie	$32
Watson	$6.15 B.
Weeks	$12½
Rubbers (Local)	
Alma	Tls. 8½
Amherst	Tls. 0.60 B.
Anglo-Java	Tls. 8½ B.
Anglo-Dutch	Tls. 3½ B.
Ayer Tawah	Tls. 19½ B.
Batu Anam 1918 ..	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2½ B.
Bute	Tls. 0.85 B.
Chemor United	Tls. 1.02½ B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls.2.60 B.
Dominion	Tls. 6½ B.
Gula Kalumpong ...	Tls. 6½
Java Consolidated ..	Tls. 14 B.
Kamunting	Tls. 4½ B.
Kapala	Tls. 0.55
Kapayang	Tls. 16
Karan	Tls. 8½
Kota Bahroe	Tls. 5½ B.
Kroewoek Java	Tls. 12 B.
Padang	Tls. 9½ B.
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samagaga	Tls. 0.75 B.
Seekee	Tls. 1 B.
Semambu	Tls. 1 B.
Senawang	Tls. 8½ B.
Shanghai Klebang ..	Tls. 0.60 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8½ B.
Shanghai Pahang ...	Tls. 1.20 B.
Sungala	Tls. 1
Sungei Duri	Tls. 8½ B.
Sua Manggis	Tls. 4½ B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 0.50 B.
Taiping	Tls. 1½
Tanah Merah	Tls. 0.95
Tebong	Tls. 15½ B.
Ulobri	Tls. 2½
Ziangbe	Tls. 4½ B.
Miscellaneous	
C. I and E. Lumber..	Tls. 250 B.
Culty Dairy	Tls. 10 B.
S'hai Elec. and Asb...	$2
Shanghai Trams	Tls. 75 B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 22
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 76 B.
S'hai Waterworks ...	Tls. 170

S. Sellers. Sa. Sales. B. Buyers.

Telephone No. Central 398

Benjamin & Potts, 8 Jinkee Road

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.M.S. E. of Asia ....Mar. 31

For Japan:
Per N.Y.K. s.s. T'shima M. Mar. 28

For Vladivostok
Per R.V.F. s.s. Penza ....Mar. 28

For Europe, etc.
Per M.M. s.s. Andre Lebon Apr. 6

MAILS DUE

From U.S. and Canada
Per B.A.T. s.s. Javary ....now due.
Per T.K.K. s.s. Siberia M. Apr. 1

DISABLED U.S. TROOPS TO GET TRAINING COURSE

Government Plans To Make Every Man Fit For Some Gainful Occupation

Washington, February 5.—A thorough course of training for a new occupation, made necessary by the nature of his wounds, or a course enabling him to take up his old occupation better qualified for it than when he left it to join the colors, is the Government's plan for every disabled soldier.

The disabled man himself, however, must determine whether or not he wishes to accept the Government's offer. That offer includes the paying of all his personal expenses while he is taking his training course, together with the continuance of payment to his dependents of the same allowances they received while he was in active service.

The plan also provides that, at the conclusion of his training, he will be placed in a good job, and that while he is engaged in mastering it his interests be looked after by the Government under the jurisdiction of the Federal Board for Vocational Education.

The acceptance of this aid in learning a new trade, or learning to follow the old one more successfully, in no way affects the War Risk Insurance to which the disabled man is entitled. The minute a man is cured and all fitted out to take up his work, the payment of his insurance compensation will begin. The Federal Board will follow up his work to see that he gets a square deal, and that he makes good.

In cases where a man fails to do his work efficiently, even after training, he may go back to the Federal Board for more preparation; or, if it is deemed advisable, he may be trained for an entirely new occupation.

In dealing with the disabled man, the Board—which is a civilian institution—will treat him throughout as a civilian, not a soldier. The offer of aid, moreover, applies without regard as to how or where a man was disabled, whether in the United States or Europe. Even though a man is physically fit to return to his former occupation—for example, a legless man returning to a desk job—he may, if he desires, take a free course of training the same as any other disabled man.

The training to be offered will not be restricted to any specific vocations, but will embrace any branches of agriculture, commerce, industry, or the so-called professions. It will thus be possible for the lawyer as well as the day laborer to fit himself to do better work in future, regardless of his disability.

Faster Return Of U.S. Army Assured By Transport Plans

Taking Over Of Enemy Vessels Factor In Speed Up Program, 10,124 Embark In One Day; Infantrymen Lead In Total Of Week's Departures---Casuals Keep Close To Top

Paris, January 29.—The return of the A.E.F. to the United States at a greatly increased rate over the present average speed of 100,000-odd men a month is made a certainty by recent developments in the shipping situation, one of the most important of which was announced this week by Edward N. Hurley, chairman of the United States Shipping Board, now in France.

Approximately 350,000 tons of German shipping will be taken over in the near future, Mr. Hurley stated. This tonnage will add from 50,000 to 70,000 men a month to the present carrying capacity of the transport service. It consists of boats now in German harbors which will be manned by crews of the United States navy.

In addition to the taking over of the German ships, another speed plan is expected to bring the British liners Mauretania, Aquitania and Olympic direct to French ports to take on homeward bound Yankees.

French, Dutch, Swedish and Italian vessels also are expected to take their places in the line of westward bound transports and, in addition, army officials were informed this week that the carrying capacities of many ships may be appreciably increased by the reduction of cargo space and alternations to provide additional sleeping space on vessels not heretofore used for troops.

Lists Big Transports

In a statement in Washington recently, General Peyton C. March, Chief of Staff, indicated that 11 vessels now in service as transports can carry more than 42,000 men across the Atlantic each trip. The boats and their capacities were as follows:

Vessel	
Great Northern	2,750
Northern Pacific	2,192
Leviathan	9,418
Agamemnon	3,521
Finland	2,166
America	4,088
Mount Vernon	3,737
George Washington	5,164
President Grant	4,894
Susquehanna	2,046
Pocahontas	2,260

A total of 27,365 departures this week increases to 220,365 officers and enlisted men the total of those who have sailed for home since the A.E.F. was formed. There remain in France approximately 1,800,000 officers and men, the majority still in the adavnced section.

The past week also saw the largest total of departures in a single day. On January 20, 10,124 officers and enlisted men sailed for home, 9,825 of them from France, 839 from England. The day's totals from French ports were: St. Nazaire, 4,712; Bordeaux, 1,842; Brest, 955, and Marseilles, 1,776.

Infantrymen Lead In Week

Infantrymen the past week ousted casuals from their long held weekly numerical leadership in the race for home, according to the latest figures on A.E.F. sailings. Exactly 10,311 doughboys sailed in the week ending January 22, as against 10,134 casuals. Casual officers, however, continued to lead the commissioned field, with 1,010 against their nearest rivals, 194 Infantry officers. One hundred and twenty-nine Artillery officers formed the third largest group, and enlisted men in the Artillery, 3,174 strong, trailed doughboys and casuals.

The totals of officers and men who boarded ship for the United States the week ending January 20 are:

	Officers	Soldiers
Air Service	16	752
Artillery	129	3,174
Casuals	1,010	10,134
Headquarters	35	220
Infantry	194	10,311
Machine-gun	13	484
Medical	5	43
Motor Transpn. Corps	1	7
Ordnance	7	229
Total	1,471	25,394
Previously reported	12,731	180,163
Grand totals	14,202	206,163

The list of recent sailings includes:

S.S. Samarenda: Casuals, s.s. Mongolia: Convalescent sick and wounded and casuals. U.S.S. El Sol: Casuals. U.S.S. Bremerton: Casuals; 814th Pnr Inf. Det. U.S.S. Gorontalo: Casuals, s.s. Dacosta: 331st F.A., complete; 559th F.A., Hq. Co., Med. Det. and Bty. E; 333rd F. A. Det. S.S. Bristol: Casuals, U.S.S. Martha Washington: 330th Inf., Supply Co., Med. Det., Hqrs., 2nd and 3rd Bns., and Cos. E, F, G, H, I, K, L and M; Det. 83rd Div. Hq. U.S.S. Connecticut: 162nd Aero Squadran; 490th Aero Squadron; 2nd A.S.M., 6th Co.; Hq., A.A.S., Casuals. S.S. Absecon: Casuals.

S.S. Susquehanna: Casuals and sick and wounded. S.S. Scranton: Casuals. S.S. Easterner: Casuals. S.S. La Lorraine: 339th F.A., Det. Hq. Co., Med. Det. and Bty. F.; Casuals. U.S.S. Mallory: 327th F.A., Hq., Hq. Co., Sup. Co., Med. and Ord. Dets., and Btys. A, B, C, D, E and F. S.S. Martensdick: Casuals. S.S. Alloway: Casuals; U.S.S. Pasadedna: Casuals. U.S.S. Tivives: Casuals. U.S.S. Arakan: Casuals. U.S.S. Zacapa: 37th Bds., C.A.C. Hq. Det. S.S. Celtic: Casuals. S.S. Zeelandia: 311th Am. Tr., complete; Det. 86th Div.; 325th F.A., Hq. Co., Med. Det., Btys. B and C; casuals. Cruiser Frederick: 330th Inf., Hq. Co., F. and S., Med. Det., 1st Bn. Hq., Cos. A, B, C and D; 466th Aero Sqd.; 492nd Aero Sqd.; Casuals.

S.S. Caronia: 331st Inf., complete; casuals; general prisoners and guard; sick and wounded. Battleship New Jersey: 20th Eng., 11th Bn., Hq., Med. Det., 32nd, 33rd and 34th Cos.; 1st Rwy. Art.; 2nd Rwy. Art.; 480th Aero Sqd.; 481th Aero Sqd.; Det. 106th San Tr.; casuals. Battleship Nebrasaka; 311th Field Sig. Bn.; 421st Field Sig. Bn., Med. Det., Hq. Sup Det., Cos. D and E; 422nd Field Sig. Bn., Hq. Sup. Det., Cos. D and E; casuals. S.S. Haverford: 35th Reg., C.A.C. complete; casuals; sick and wounded. S.S. Maui: 814th Pnr. Inf., Cos. A, B, C and D, and Med. Det.; casuals; sick and wounded. S.S. Medina. Casuals. U.S.S. Plattsburg: 323rd M.G. Bn., Hq., Med. Det., Cos. A, B, C and D; 330th Inf., M.G. Bn.; War Risk Det.: casuals. U.S.S. Minnekadia: 329th Inf., Field and Staff, Hq. and Sup. Cos., Med. Det., M.G. Co., Cos. A, B, C, I, K, L and M; Det. 83rd Div.; causal officers. S.S. Adriatic: 329th Inf., Field and Staff, Me. Det., Cos. E, F, G and H; 322nd M.G. Bn., Med. Det. and Cos. A and B; 324th M.G. Bn.; Hq., 165th Inf., casual officers and men. U.S.S. Vermont: 133rd Aero Squad.; 439th Aero Squad.; casual officers and men. S.S. Celtic: 1st Gas Reg., six companies, Med. and Hq. Dets.; 308th San. Tr.; casual officers and men. S.S. Agamemnon: 51st Art., C.A.C., Field and Staff, Hq. Sup. Co., Med. Det., Btys. A, B, C, D, E and F; Base Hospital No. 2; casuals; sick and wounded officers and men. S.S. Cedric: 44th Art., C.A.C., Field and Staff, st, 2nd and 3rd Bn. Hq., Sup. and Med. Dets., Btys. A, B, C, D, E and F; 60th Art., C.A.C., Hq., Sup. and Med. Dets., Btyr. A, B, C, D, E and F; casual officers and men; Army Nurses. S.S. Magnolia: Casuals: Tractor Art School Det.; Det. 39th Mobile Hospital Unit; sick and wounded.

Passengers Arrived

Per N.S. s.s. Ningshao from Hankow: Mr. and Mrs. Thompson and child, Miss Watney, Mrs. A. S. Copper, Mrs. Misowa, Rev. A. J. McFarlane.

Per C.M. s.s. Kiangteen from Ninpo: Messrs. Wallace, Haskell, Ott.

Per N.Y.K. s.s. Shidzuoka Maru from Hongkong and beyond: Mr. and Mrs. A.P. Douglas and child, Messrs. M. Owada, T. Yamamoto.

Launch Services

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

Friday, March 28, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 3 p.m.

Sunday, April 6, 1919.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Lebon will leave the M.M. Jetty (French Bund) at 9 a.m.

The tender conveying passengers and mails on board the C.M. s.s. Nanking will leave the Customs Jetty at 4 p.m.

Arrivals

Arrived	From	Ship's Name	Flag Agents
Mar. 24	London, ports	Shidzuoka Maru	Jap. N.Y.K.
Mar. 24	Hongkong	Tean	Br. B. & S.
Mar. 25	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Mar. 25	Dalny	Kohoku Maru	Jap. O. S. K.
Mar. 25	Tsingtao	Nagaragawa Maru	Jap. M. T. Co.
Mar. 25	River Ports	Wuchang	Chi. B. & S.
Mar. 25	River Ports	Ningshao	Chi.
Mar. 25	River Ports	Tachang Maru	Jap. N.K.K.
Mar. 25	Swatotw	Yunnan	Chi. B. & S.
Mar. 25	Japan	Alps Maru	Jap. O.S.K.
Mar. 25	Foochow	Kienkong	Chi. W. & C.
Mar. 25	Japan	Taishin Maru	Jap. M.B.K.
Mar. 25	Japan	Taishin Maru	Br. M.B.K.
Mar. 25	Japan	Aishima Maru	Jap. M.S.K.
Mar. 25	—	Kaho	Chi. M. & Co.
Mar. 25	Kiukiang	Anlan	Br. A. P. Co.
Mar. 25	Chinwangtao	Foolee	

Departures

Date	For	Ship's Name	Flag Agents
Mar. 25	Foochow	Haean	Chi. C.M.S.N. Co.
Mar. 24	Weihaiwei and Chefoo	Pakhoi	Br. B. & S.
Mar. 25	River Ports	Kiangwah	Chi. C.M.S.N. Co.
Mar. 25	River Ports	Tachi Maru	Jap. N. K. K.
Mar. 25	River Ports	Kutwo	Br. J. M. & Co.
Mar. 25	Hankow	Esang	Br. J. M. & Co.
Mar. 25	Newchwang	Irene	Chi. C.M.S.N. Co.
Mar. 25	Wuhu	Daitoku Maru	Jap. O. S. K.
Mar. 25	Nanking and Hankow	Tseangtah	Chi. I.A.E.L. Co.
Mar. 25	WHW. Chefoo & T'tsin	Tungchow	Br. B. & S.
Mar. 25	Japan	Laomedon	Br. B. & S.
Mar. 25	Japan	Chikugo Maru	Jap. N. Y. K.
Mar. 25	Kobe	Shidzuoka Maru	Jap. N. Y. K.
Mar. 25	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Mar. 25	Dalny	Sakaki Maru	Jap. S.M.R.

Business and Official Notices

(Continued from Page 9)

The Anglo-Dutch (Java) Plantations, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Ninth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Monday, the 7th day of April, 1919, at 4 p.m.

The Transfer Books and Share Register of the Company will be closed from Monday, 31st March, to Monday, 7th April, 1919, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
Secretaries and Managers.

Shanghai, 25th March, 1919.

Yut Sae Chang & Co.

General Hardware Merchants, Wholesale and Retail, (Established 1881).

A. 1284 Broadway, Shanghai

Steel hammers and pincers, shears, bolts, nuts, rivets and washers, padlocks, steel and brass locks, plumbers' tools, chains of all sizes and for all purposes, pulleys and couplings, platform and counter scales, etc.

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Women's Diseases
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SPECIALIST

(Can Speak English Well)
Surgical and Venereal Diseases
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X Ray and Diathermy are better for nervous diseases (especially rheumatism, nervous weakness, impotencey) and skin diseases.

Injections of all kinds of vaccine, serums and 1914 (606). Tests of blood.

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NEW ARRIVALS

Latest Fiction, Commercial Books, General Literature, and Magazines.

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111 Szechuen Road,
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21712

ALMA ESTATES, LIMITED

At a Meeting of Directors held on the 10th March, 1919, it was decided to declare an Interim Dividend at the rate of Forty-five Tael cents per share, to be paid on 27th March, 1919, to Shareholders on record on that date.

The Transfer Books of the Company will be closed from 20th to 27th March, 1919, both days inclusive.

By Order of the
Board of Directors,
HUGO REISS & CO.,
Secretaries and General Managers.
Shanghai, 11th March, 1919.
21574

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn,-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Monday, the 28th April, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 22nd February, 1919.
21357.

TURKISH BATH and MASSAGE ESTABLISHMENT

Swedish and Japanese Treatment. Prof. I. K. SETO, proprietor, 15 years' experience in U.S.A. Patients treated at their residence by special arrangement. Telephone N. 2768. 25 North Szechuen Road. Open 12 noon to 12 p.m.

Amusements

At the APOLLO Tonight

W. S. HART
W. S. HART
In a Great Five-Part Thos. Ince Production

"THE DESERT MAN"
"THE DESERT MAN"

The power and dramatic vigour of this fine cowboy actor are well-known. You saw him in the picture "Hell's Hinges" a short time ago, and we did record business. This one is better.

ARMISTICE DAY IN PARIS; PRESIDENT WILSON IN FRANCE; THE BRITISH FLEET IN GERMAN WATERS.

A magnificent collection of topical pictures.

Toto —IN— "Do Husbands Deceive?"
Toto "Do Husbands Deceive?"

Here is another film by this clever fellow; he has made good at the Apollo.

TIME AND PRICES AS USUAL

THURSDAY NEXT
BRYANT WASHBURN IN "KIDDER & CO."

OLYMPIC THEATRE

CONTINUED GREAT SUCCESS of
"BANVARDS"
American Musical Comedy Company and Beauty Chorus

Tonight, March 26th and Thursday, 27th
The hit of the season
"HELLO, HAWAII!"
See HAZEL BOYD and her
CHARLIE CHAPLIN GIRLS

Friday, March 28th
"OH, PAPA!"

Saturday, Sunday and Monday, March 29th, 30th, and 31st
"THE BELL-BOY"

Matinee on Saturday at 4.30 p.m.

Booking at Messrs. S. Moutrie & Co., Ltd.
Prices: $3.00, $2.00 and $1.00,
Children, Matinee, Half-Price
Performances start at 9.15 p.m.

ASTOR HOUSE HOTEL

April 1st, 9.30 p.m.

BAL DE TETES

GIVEN BY THE RUSSIAN SECTION OF THE A.W.R.A. IN AID OF THE SIBERIAN RELIEF FUND

Under the patronage of Lady Fraser, Mrs. Lobingier, Mme. de Oliveira, Mrs. Reiss, Mme. de Rossi, Mme. Wilden and Mme. Grosse

Ladies will be given Three Prizes by popular votes for the best Fancy Head Dress.

TICKETS $3.00
AT MOUTRIE'S AND THE ASTOR HOUSE 21687

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GRAND SYMPHONY CONCERT
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MIROVITCH PIASTRO PACI
AND FULL ORCHESTRA
OF
50 PERFORMERS
CONDUCTED BY MARIO PACI

Booking at Moutrie's.
Direction: A. STROK.

ISIS THEATRE

PROGRAMME
for
TONIGHT TONIGHT
"The Count OF Monte Cristo"
First Epoch: Four Parts

Amusements

VICTORIA THEATRE

TONIGHT
BLANCHE SWEET
in
"THE EVIL EYE"
FIVE PARTS

And Other New Films

ON FRIDAY, 28th
Mary Pickford
in
"THE DAWN OF TOMORROW"

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FOR A SHORT SEASON ONLY
Return and Farewell Visit of the Popular
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In a New Repertoire of Current Successes

Tuesday and Wednesday, April 1st and 2nd
The Brilliant Comedy Drama
"BOUGHT AND PAID FOR"

Thursday and Friday, April 3rd and 4th
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"A PAIR OF SIXES"

Saturday, April 5th
The Priceless Comedy
"FAIR AND WARMER"
(The Rage of London)

Prices $3, 2, and 1. Booking at Moutrie & Co.
Commence at 9.15 p.m. Sharp.

Saturday Matinee, at 3 p.m. Sharp
"FAIR AND WARMER"
Usual Prices Children Half-Price
21738

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